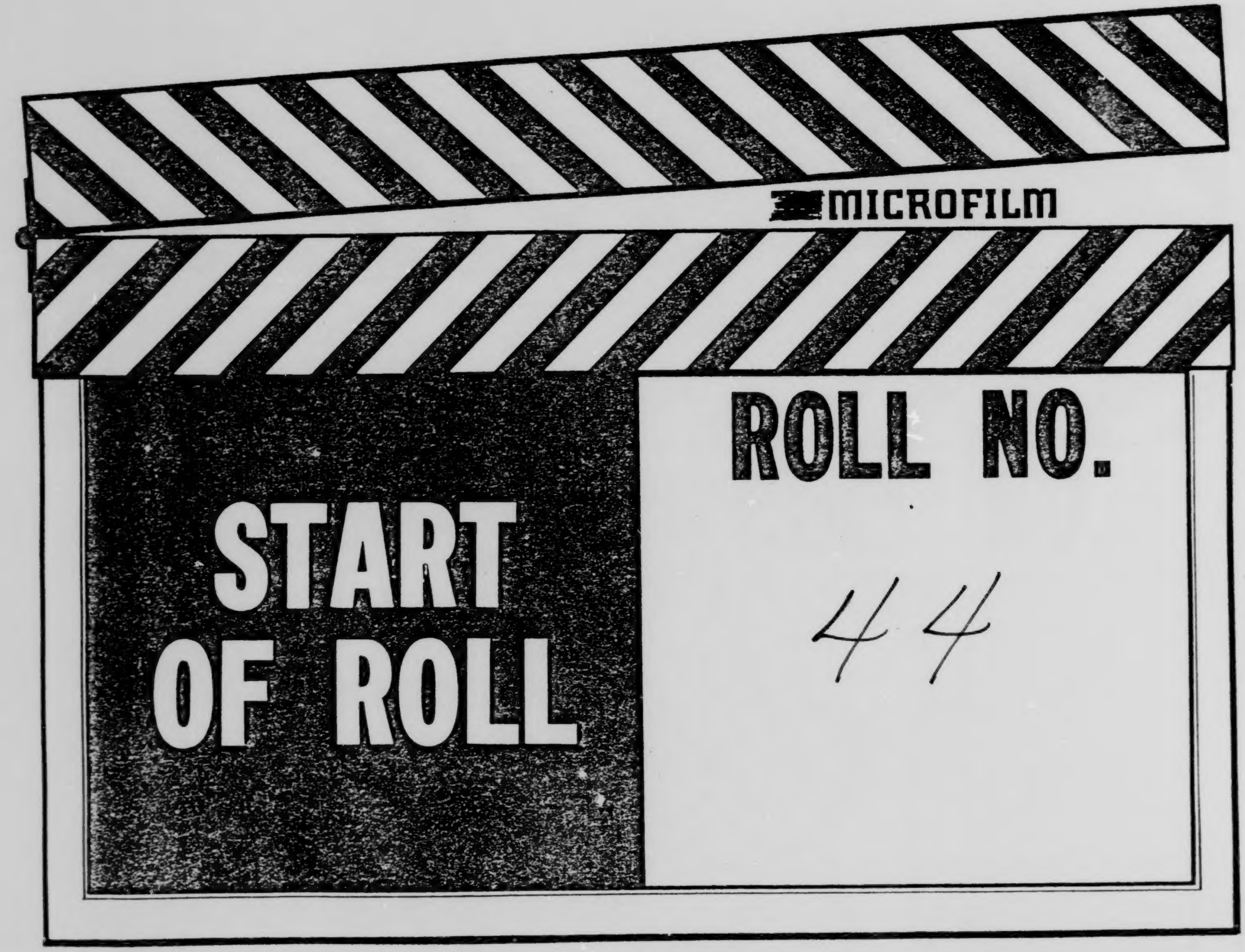

MICROFILM

START OF ROLL

ROLL NO.

44

F-309(2) Mill Creek-Miller Flat Sec., 1946
Warm Springs Hwy.
#2791

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 5, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

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FOR FILING
F309(2)

RECEIVED
MAR 19 1946
OREGON
STATE HIGHWAY COMMISSION

March 14, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to authorize your readvertising for bids on Oregon Project No. F-309(2) the Mill Creek - Miller Creek Section of the Warm Springs Highway.

Revised partial P.S.& E. documents submitted with your letter of March 9 for the grading portion of the project have today been recommended for approval.

Our recommendation is subject to the same conditions as outlined in our letter of November 28, 1945 covering original advertisement authorization for the project.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

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F 309(2)

March 9, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate to accompany plans and specifications for the Mill Creek-Miller Flat Section, Project No. F-309 (2).

Six bid proposals and six blue line prints each of plan sheets numbers 1, 2 and 3 are being sent under separate cover, which papers have been revised because of minor changes in the work to be performed on the portion of the project previously improved under Project No. F. A. 309 (1).

No landscaping work is planned for this project at this time for the reason that it is first-stage construction of a unit of an incomplete highway. Upon completion of the highway, it is planned to do such landscaping work as climatic conditions will permit. It is contemplated this work will consist mainly of a more or less general seeding of roadbed slopes with suitable grasses and possibly the group planting of native shrubs and trees at some points where such plantings can be used effectively.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

MILL CREEK BRIDGE

PROJECT NO. F-309 (2)

(Explanation of 1940 Unit Prices for Major Items)

Structural Excavation

All solid rock excavation, requires extreme care in shooting to not disturb the original rock in footings.

Concrete

Haul on aggregates and cement is approximately 17 miles. Difficult to get water to job. Unit price based on cost of similar work in 1940.

Structural Steel

Due to the type of structure, fabrication and erection by high line and tie back method is more expensive than low truss and beam spans erected on falsework. The unit price for this latter type of work in 1940 was approximately $0.075 per pound. The additional cost of fabrication and erection of this type of structure is estimated to be $0.02 per pound.

F 309-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~DISTRICT ONE~~
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

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December 13, 1945.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence today in the action of the Highway Commission in rejecting, as excessive, all bids submitted for construction of Oregon Project F-309(2), the grading of the Miller Creek-Miller Flat Section of the Warm Springs Highway.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

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DEC 21 1945
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Mr. Probst

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MONTANA
OREGON
WASHINGTON

F 309(2)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREG.

November 28, 1945.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project F-309(2) the Mill Creek - Miller Flat Section, have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Recommendation of P.S.& E. for approval is subject to the condition that the Special Provisions relating to alterations on Page 7 of the Roadway and Page 8 of the Bridge Proposals will not apply insofar as Federal funds are concerned.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

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DEC 1 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 21 1948
FOR FILING

F 309(2)

November 15, 1945

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Mill Creek-Miller Flat Section, Project No. F-309 (2), which estimate has been revised to include the Mill Creek Bridge.

Six copies of blue line plans and six bid proposals for the grading project and bridge project are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JHM:GS
Encl.

Oregon State Highway Department

Federal Aid Project
No. F-309 (2)

MILL CREEK-MILLER FLAT SECTION OF THE

WARM SPRINGS HIGHWAY IN WASCO AND JEFFERSON COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 15, 1945

Roadway (Sta. 789+00 to 800+00)(Sta. 811+20 to 815+65)
(Sta. 847+00 to 852+00)(Sta. 933+47 to 933+54)
(Sta. 969+50 to 1323+50)

All Required		Clearing and Grubbing		$ 6,000.00
520	cu. yds.	Structural Excavation, Unclassified	$ 2.50	1,300.00
420	cu. yds.	Trench Excavation, Unclassified	2.50	1,050.00
119,000	cu. yds.	General Excavation, Unclassified	.50	59,500.00
348,000	yd. sta.	Short Overhaul	.02	6,960.00
3,000	C-yd. stas.	Long Overhaul	.50	1,500.00
7.00	miles	Finishing Roadbed and Slopes	500.00	3,500.00
1,530	lin. ft.	18" Corr. Metal Pipe	3.00	4,590.00
70	lin. ft.	24" Corr. Metal Pipe	5.00	350.00
250	lin. ft.	84" Corr. Metal Pipe, Uncoated	20.00	5,000.00
			Subtotal	$89,750.00
			10% Engr. & Cont.	8,975.00
			Total	$98,725.00

Mill Creek Bridge (Sta. 971+25 to 976+65)

400	cu. yds.	Structural Excavation	$ 10.00	$ 4,000.00
700	cu. yds.	Class "A" Concrete	40.00	28,000.00
128,000	lbs.	Metal Reinforcement	.065	8,320.00
1,260,000	lbs.	Structural Steel	.13	163,800.00
1,100	lin. ft.	Metal Handrail	8.00	8,800.00
			Subtotal	$212,920.00
			10% Engr. & Cont.	21,292.00
			Total	$234,212.00

Length of Roadway	7.113 miles
Length of Bridge	.102 mile
Total Length	7.011 miles
Cost per mile, Roadway	$14,081.44

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 98,725.00	$ 61,209.00	$ 37,516.00
Structure	234,212.00	145,211.00	89,001.00
	$332,937.00	$206,420.00	$126,517.00

MILL CREEK-MILLER FLAT SECTION

PROJECT NO. F-309 (2)

Statement of Federal Aid Work

Former		Present		Length	
Section	Type	Type	Station to Station	Former	Present
FAP 309-A (1)	100	100	Sta. 789+00 to 800+00 Sta. 811+20 to 815+65 Sta. 847+00 to 852+00 Sta. 933+47 to 933+54 Sta. 969+50 to 972+06.0= 971+01.0 to 971+02.4	.438	.438
-	-	100	Sta. 971+02.4 to 971+25 Sta. 976+65 to 1323+50)	-	6.573
-	-	926	Sta. 971+25 to 976+65	-	.102

MILL CREEK-MILLER FLAT SECTION

PROJECT NO. F-309 (2)

Statement of Federal Aid Work

Former		Present		Length	
Section	Type	Type	Station to Station	Former	Present
FAP 309-A (1)	100		Sta. 789+00 to 800+00		
			Sta. 811+20 to 815+65		
			Sta. 847+00 to 852+00		
			Sta. 933+47 to 933+54		
			Sta. 969+50 to 972+06.0=		
		100	971+01.0 to 971+02.4	.438	.438
-	-		Sta. 971+02.4 to 971+25		
		100	Sta. 976+65 to 1323+50)	-	6.573
-	-	926	Sta. 971+25 to 976+65	-	.102

MILL CREEK-MILLER FLAT SECTION

PROJECT NO. F-309 (2)

Statement of Federal Aid Work

Former		Present		Length	
Section	Type	Type	Station to Station	Former	Present
FAP 309-A (1)	100	100	Sta. 789+00 to 800+00 Sta. 811+20 to 815+65 Sta. 847+00 to 852+00 Sta. 933+47 to 933+54 Sta. 969+50 to 972+06.0= 971+01.8 to 971+02.4	.438	.438
-	-	100	Sta. 971+02.4 to 971+25 Sta. 976+65 to 1323+50)	-	6.573
-	-	926	Sta. 971+25 to 976+65	-	.102

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xxxxxxxxxxx
Division Eight

September 11, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for grading of the Mill Creek-Miller Flat Section of the Warm Springs Highway have been received and reviewed by this office.

We note there are qualification clauses permitting the tying in of this grading contract with the proposed Mill Creek bridge construction and that bids on both grading and bridge are to be opened at the same letting. Since the schedule of submissions to this office of the P.S.& E. for the bridge is set only three weeks ahead of the proposed letting, we anticipate there will not be sufficient time to have the bridge design acted on by our Washington Office and still afford time for the detailed review by this Office. It would seem, therefore, that tying this grading with a major bridge project may cause some delay. We would appreciate your views on this.

Ans. [illegible]

The plans should provide sufficient information to fix the location of the proposed improvement with previous Federal-aid improvements and should be indicated both on the plans and title sheets as provided for under General Administrative Memorandum No. 275., dated April 7, 1945.

As previously pointed out on other projects, the Required Special Provisions should be changed and the plans show Division 8 instead of District 1.

Except as noted above, the P.S.& E. are satisfactory and will be recommended for approval upon receipt of the required number of plans and revised papers.

Very truly yours,

T. M. DAVIS
District Engineer

[illegible] to Mr. Baldock

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F-309(2)

September 5, 1945

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Mill Creek-Miller Flat Section, Project No. F-309 (2).

One set of blueprint plans and five bid proposals are being sent under separate cover.

Included in the estimate of this project is 250 lineal feet of 84" Corrugated Metal Culvert Pipe, Uncoated, for use in the construction of four stock passes. A comparison between the unit cost of this pipe with an equivalent area concrete culvert (5½' x 7½') is as follows:

Estimated cost of 84" Corrugated Metal Pipe,
$20.00 per lineal foot.

Estimated cost of Concrete Culvert,		
Concrete	0.56 cubic yard per lin. ft. at $35.00	$19.60
Metal Reinforcement	57 pounds per lin. ft. at $0.10	5.70
		$25.30

The plans and specifications for the Mill Creek bridge on this project will be submitted at a later date, at which time a revised estimate and quantity summary sheet, including the structure quantities, will be submitted.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS
Encl.

Oregon State Highway Department

Federal Aid Project
No. F-309 (2)

MILL CREEK-MILLER FLAT SECTION OF THE
WARM SPRINGS HIGHWAY IN WASCO AND JEFFERSON COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 5, 1945

Roadway (Sta. 789+00 to 800+00)(Sta. 811+20 to 815+65)
(Sta. 847+00 to 852+00)(Sta. 933+47 to 933+54)
(Sta. 969+50 to 1323+50)

All Required		Clearing and Grubbing		$ 6,000.00
520	cu. yds.	Structural Excavation, Unclassified	$ 2.50	1,300.00
420	cu. yds.	Trench Excavation, Unclassified	2.50	1,050.00
119,000	cu. yds.	General Excavation, Unclassified	.50	59,500.00
348,000	yd. stas.	Short Overhaul	.02	6,960.00
3,000	C-yd. stas.	Long Overhaul	.50	1,500.00
7.00	miles	Finishing Roadbed and Slopes	500.00	3,500.00
1,530	lin. ft.	18" Corr. Metal Pipe	3.00	4,590.00
70	lin. ft.	24" Corr. Metal Pipe	5.00	350.00
250	lin. ft.	84" Corr. Metal Pipe, Uncoated	20.00	5,000.00
			Subtotal	$89,750.00
			10% Engr. & Cont.	8,975.00
			Total	$98,725.00

Length of Roadway	6.812 miles
Length of Bridge	.301 mile
Total Length	7.113 miles

Cost per mile, Roadway $13,879.51

Federal Aid Funds- -	$61,210.00
State Funds- -	37,515.00
	$98,725.00

MILL CREEK-MILLER FLAT SECTION

PROJECT NO. F-309 (2)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

September 5, 1945

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MILL CREEK-MILLER FLAT SECTION

PROJECT NO. F-309 (2)

Statement of Federal Aid Work

Former		Present		Length	
Section	Type	Type	Sta. to Sta.	Former	Present
FAP 309-A (1)	100	100	Sta. 789+00 to 800+00 Sta. 811+20 to 815+65 Sta. 847+00 to 852+00 Sta. 906+00 to 908+00 Sta. 966+50 to 972+06.0 = 971+01.0 to 971+02.4	.531	.531
-	-	100	Sta. 971+02.4 to 971+25 30 Sta. 976+65 to 1323+50)	-	~~6.573~~ 6.574
-	-	926	Sta. 971+25 30 to 976+65	-	~~.102~~ 101

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FOR FILING

F 309(2)

August 1, 1947

Mr. T.M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate to accompany plans and specifications for the Mill Creek Bridge, Project No. F-309 (2).

Six bid proposals are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:SM

Encl.

Oregon State Highway Department

Federal Aid Project
No. F-309 (2)

MILL CREEK-MILLER FLAT SECTION OF THE WARM SPRINGS HIGHWAY IN WASCO AND JEFFERSON COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 1, 1947

Roadway (Sta. 789+00 to 800+00) (Sta. 811+20 to 815+65)
(Sta. 847+00 to 852+00) (Sta. 906+00 to 908+00)
(Sta. 966+50 to 1323+50) (Contract No. 2791)

All Required		Clearing and Grubbing		$ 2,500.00
370	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,110.00
370	cu. yds.	Trench Excavation, Unclassified	2.00	740.00
121,000	cu. yds.	General Excavation, Unclassified	0.65	78,650.00
349,000	yd. stas.	Short Overhaul	0.02	6,980.00
3,000	C-yd. stas.	Long Overhaul	0.60	1,800.00
7.10	miles	Finishing Roadbed and Slopes	400.00	2,840.00
70	lin. ft.	12-inch Corrugated Metal Pipe	2.50	175.00
1,470	lin. ft.	18-inch Corrugated Metal Pipe	3.20	4,704.00
80	lin. ft.	24-inch Corrugated Metal Pipe	5.00	400.00
250	lin. ft.	84-inch Corrugated Metal Pipe, Uncoated	36.00	9,000.00
			Subtotal	$108,899.00
			10% Engr. & Cont.	10,889.90
			Total	$119,788.90

Mill Creek Bridge (Sta. 971+25 to 976+65)

400	cu. yds.	Structural Excavation	$10.00	$ 4,000.00
700	cu. yds.	Class "A" Concrete	55.00	38,500.00
128,000	lbs.	Metal Reinforcement	0.10	12,800.00
1,260,000	lbs.	Structural Steel	0.22	277,200.00
1,100	lin. ft.	Metal Handrail	10.00	11,000.00
			Subtotal	$343,500.00
			10% Engr. & Cont.	34,350.00
			Total	$377,850.00

Length of Roadway	7.104 miles
Length of Bridge	.102 mile
Total Length	7.206 miles
Cost per mile, Roadway	$16,862.17

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$119,788.90	$ 56,568.00	$ 63,220.90
Structure	377,850.00	178,432.00	199,418.00
	$497,638.90	$235,000.00	$262,638.90

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309(2)

July 20, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Mill Creek Bridge, Project No. F-309 (2).

Six bid proposals and one set of blue print plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:ew

Encl.

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Oregon State Highway Department

Federal Aid Project
No. F-309 (2)

MILL CREEK-MILLER FLAT SECTION OF THE WARM SPRINGS HIGHWAY IN WASCO AND JEFFERSON COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 20, 1948

Roadway (Sta. 789+00 to 800+00) (Sta. 811+20 to 815+65)
(Sta. 847+00 to 852+00) (Sta. 906+00 to 908+00)
(Sta. 966+50 to 1323+50) (Contract No. 2791)

All Required		Clearing and Grubbing		$ 2,500.00
370	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,110.00
370	cu. yds.	Trench Excavation, Unclassified	2.00	740.00
121,000	cu. yds.	General Excavation, Unclassified	0.65	78,650.00
349,000	yd. stas.	Short Overhaul	0.02	6,980.00
3,000	C-yd. stas.	Long Overhaul	0.60	1,800.00
7.10	miles	Finishing Roadbed and Slopes	400.00	2,840.00
70	lin. ft.	12" Corrugated Metal Pipe	2.50	175.00
1,470	lin. ft.	18" Corrugated Metal Pipe	3.20	4,704.00
80	lin. ft.	24" Corrugated Metal Pipe	5.00	400.00
250	lin. ft.	84" Corrugated Metal Pipe, Uncoated	36.00	9,000.00
			Subtotal	$108,899.00
			10% Engr. & Cont.	10,889.90
			Total	$119,788.90

Mill Creek Bridge (Sta. 971+30 to 976+65)

All Required		Shoring, Cribbing & Etc.		$ 5,000.00
1,020	cu. yds.	Structural Excavation	12.00	12,240.00
100	cu. yds.	Structural Excavation Below Elevations Shown	15.00	1,500.00
900	cu. yds.	Class "A" Concrete	70.00	63,000.00
106,000	lbs.	Metal Reinforcing	0.12	12,720.00
984,000	lbs.	Structural Steel	0.24	236,160.00
1,075	lin. ft.	Metal Handrail	12.00	12,900.00
			Subtotal	$343,520.00
			10% Engr. & Cont.	34,352.00
			Total	$377,872.00

Length of Roadway	7.105 miles
Length of Bridge	0.101 miles
Total Length	7.206 miles
Cost per mile Roadway	$16,862.17

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$119,788.90	$ 56,565.00	$ 63,223.90
Structure	377,872.00	178,435.00	199,437.00
	$497,660.90	$235,000.00	$262,660.90

MILL CREEK BRIDGE

PROJECT NO. F-309 (2)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 20, 1948

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

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2791

March 16, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to preliminary detail plans for the Mill Creek-Miller Flat Section of the Warm Springs Highway submitted by your letter of December 9, 1944. This project is a portion of Item No. 49 of PWS Program No. 2.

The plans submitted are considered satisfactory as to alignment, grades, curvature, roadway width and other details shown and will be recommended for approval by this office when satisfactory specifications and estimate are submitted.

It is presumed that you intend to submit surfacing plans for the whole length of the program item separately as well as the bridge plans to comply with the requirement that the completed plans will provide a complete and adequate facility. Advice regarding this point will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

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[illegible] 17 1945
STATE [illegible] COMMISSION

21-8303 Waldport Rock Prod. Proj., 1946
Oregon Coast & Alsea Hwys.
#2792

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FOR FILING

21-8303

OREGON STATE HIGHWAY COMMISSION

April 17, 1950
(Date)

[illegible] 2798-A
(Contract No.)

8 & 9 -final
(Est. No.)

L. R. Kauffman
(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
5656	372837 ✓	1,011.01 ✓	4/14/50

[illegible]:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

ACCOUNTING DIVISION

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: APR 18 1950

4-15-50 gl

OREGON STATE HIGHWAY COMMISSION

April 17, 1950
(Date)

~~5656~~ 2792-A (Contract No.) 8 & 9 -final (Est. No.) L. R. Kauffman (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
5656	372837	1,011.01	4/14/50

~~Dates~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: June 30, 1949

ACCOUNTING DIVISION

Completed: Oct. 31, 1949

Contract Accepted: March 21, 1950

Time Extensions: Extended to Oct. 31, 1949 without penalty

Penalties: None of Record

Claims: There is a claim filed against this job by Lloyd J.Hearn for labor and equipment in the amount of $1784.43, however, circumstances are such
Remarks: that warrant can be released.

Date: 4-18-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

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APR 4 - 1950
FOR FILING

C. Files

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2792 A

FRANK C. McKINNEY
ATTORNEY AT LAW
101 HOGG BUILDING
OREGON CITY, OREGON

March 30, 1950

Mr. H. B. Glaisyer,
Secretary,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

Your letter of March 29th has been received, and as of now, I have been unable to work out a satisfactory agreement between my client, Lloyd J. Hearn, and L. R. Kauffman in regards to the wages owed to Mr. Hearn by Mr. Kauffman under State Contract No. 2792-A.

I cannot state that Mr. Hearn's claim has been satisfied, and we are therefore still holding Mr. Kauffman and the bonding company liable until such time as a satisfactory agreement can be reached.

At this date, I cannot say whether Court action will or will not be taken by the parties interested, but the parties have both made some concessions, and it may be that a settlement can be found.

Very truly yours,

Frank C. McKinney
Frank C. McKinney

FCM:HEW

RECEIVED
MAR 31 1950
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
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BY SECRETARY

[illegible]
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RECEIVED
MAR 30 1950
FOR FILING

21-8303

2792A

March 29, 1950

Frank C. McKinney
Attorney at Law
101 Hogg Bldg.
Oregon City, Oregon

Dear Mr. McKinney:

Our records show a claim filed by your client, Lloyd J. Hearn, against L. R. Kauffman's Contract No. 2792 A for rock production on the Waldport Section of the Oregon Coast and Alsea Highways.

As the State Highway Commission is ready to make final payment to the contractor on the above job on or after April 8, 1950, will you please advise this office as to whether or not your claim has been satisfied.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Mailed
3-29-50,

RECEIVED
MAR
FOR FILING

21-83

2792A

March 28, 1950

Mr. L. R. Kauffman
P. O. Box 15
Waldport, Oregon

Dear Sir:

The State Highway Commission, at its meeting on March 21, 1950, had under discussion your request for an extension of time of 148 days, from June 30 to November 25, 1949, within which to complete your contract No. 2792 A for rock production on the Waldport Section of the Oregon Coast and Alsea Highways in Lincoln County.

I am pleased to inform you that the Highway Commission granted you an extension of time to October 31,1949, the completion date of this contract, without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Eason,
Division Engineer

M. O. Smith

[illegible]

3-28-50 gl

ECEIVED
MAR 30 1950
FOR FILING

21-8322

2792 a

March 29, 1950

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 2792 A, for rock production on the Waldport Section of the Oregon Coast and Alsea Highways in Lincoln County, has been completed by the contractor, L.R. Kauffman, and that final payment in the amount of $1,011.01 will be made on or after April 8, 1950 providing outstanding claim has been satisfied and this office advised.

There is a claim filed against this job by Lloyd J. Hearn, of which you have been previously notified, in excess of $1,700.

For your information we wish to advise that the total contract amount is $33,424.27, and that no force account work was performed on the project. This contract was completed October 31, 1949 and accepted by the Highway Commission March 21, 1950.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Noted on card

3-29-50, gl

RECEIVED
FOR FILING

21-8303

2792A

February 21, 1950

Request for Extension of Time
No. 3
March 20 and 21 Meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from L. R. Kauffman for an extension of time on Contract No. 2792-A, Waldport Rock Production Project, from June 30, 1949 to November 23, 1949.

Delay in completion involved no loss to the State, and I would therefore recommend that the extension be granted, without penalty, to October 31, 1949.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc - W. C. Williams
H. G. Smith

RECEIVED
FEB 17 1950
FOR FILING

21-8[illegible]3

2792 A

February 17, 1950

Frank C. McKinney
Attorney at Law
101 Hogg Building
Oregon City, Oregon

Dear Mr. McKinney:

Reply is made to your letter of February 14, 1950, concerning the claim of Mr. Lloyd Hearn against L. R. Kauffman, arising out of Kauffman's contract with the State Highway Commission, No. 2792-A, for rock production on the Oregon Coast and Alsea Highways, near Waldport. You inquire what procedure, short of court action, is required to obtain the money now retained by the state, which would normally be due Mr. Kauffman six months after acceptance of his work. I know of no short-cut. Normally we make final payment to the contractor immediately after a job has been accepted by the State Highway Commission. We do not hold up payments for six months as you indicate, but release them just as soon as we possibly can after the Highway Commission has accepted the job.

You also inquire whether or not Mr. Hearn should file an amended claim with the Secretary of State showing the revised amount of his claim. My advice is that that is the proper thing to do. I will be pleased if you will furnish me a copy of the revised filing.

You also inquire if the Highway Commission holds any type of hearing with respect to claims against contractors. My answer is that the Highway Commission does not hold hearings on such matters.

In the last paragraph of your letter you inquire as to the final figure for yard miles of materials hauled. I have checked the final estimate and find that there was a total of 60,423.6 yard miles of haul. This is slightly under the figure mentioned in my previous letter, which was an estimate only. Since then the field notes have been carefully checked here in the Salem office, and it was found that the estimated amount of haul was excessive, and the final estimate was revised accordingly.

Respectfully yours,

NOTED ON CARD
2-17-50 jf

Secretary

HBG:ts

OREGON STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

FRANK C. McKINNEY
ATTORNEY AT LAW
101 HOGG BUILDING
OREGON CITY, OREGON

February 14, 1950

Mr. H. B. Glaisyer, Secretary
State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

On January 24, 1950, I wrote to Mr. Kauffman of Waldport, Oregon, concerning the immediate payment of the money which he owes my client, Mr. Lloyd Hearn, for the sub contract work he let to my client under Mr. Kauffman's State Highway Contract # 2792-A.

As of today, I have not heard from Mr. Kauffman, and since my client is now very much in need of the money due him, which is"excess of $1,700.00, my client has asked me to file an action as soon as possible for its collection.

As I understand O.C.L.A. 98-101, the State, along with the bonding company is jointly liable for the payment for work and labor furnished under the contract. I have informed the bonding company that we intend to collect this amount, but as yet I have not made demand upon them for the total sum.

There are several items upon which I am not too well informed, and I would appreciate any information you could give me on them.

1. What procedure, short of court action, is required to obtain the money now retained by the State, which would normally be due to Mr Kauffman six months after the acceptance of his work?

2. It is my understanding that my client has filed the form shown in O.C.L.A. 98-101, with the Secretary of the State, altho actually the amount he filed for is too large. Does the amount that I used on my affidavit to you on January 24, 1950, sufficiently correct his statement, or should I have him file a new one showing the corrected amount?

3. Does the Highway Commission hold any type of hearings so that the amount due my client can be liquidated without the necessity of a court action?

In your letter of Dec. 30, 1949, you stated that 60,476 yard miles had been hauled according to the semi-final estimate. Since the contract called for 63,000 yard miles, I was wondering if that total had been actually reached on the final estimate.

Final @
60,423.6

Thanking you in advance for any information you can give me on the above matters, I remain,

Yours truly,
Frank C. McKinney 2-16-50
Frank C. McKinney

CEIVED
JAN 27 1950
FOR FILING

21-8303

2792 A

FRANK C. McKINNEY
ATTORNEY AT LAW
101 HOGG BUILDING
OREGON CITY, OREGON

January 24, 1950

Mr. H. B. Glaisyer, Secretary,
State Highway Department,
Salem, Oregon.

Dear Mr. Glaisyer:

Enclosed herewith is the affidavit requested by you in your letter of December 30th when you furnished us with a copy of Mr. L. R. Kauffman's contract, No. 2792-A.

I am mailing a copy of this affidavit to Mr. Kauffman, and also a copy to the Glen Falls Indemnity Company.

Yours truly,

Frank C. McKinney

Frank C. McKinney

FCM:HEW

Enclosure- 1

[illegible]

NOTED ON CARD
1-25-49 gR

STATE OF OREGON }
County of Clackamas } ss.

I, Lloyd J. Hearn, being duly sworn on oath, depose and say, that on the 2nd day of March, 1949, one L. R. Kauffman, and the State of Oregon, by and through its Oregon State Highway Commission, entered into Contract No. 2792-A for the stock piling of crushed rock along the Oregon Coast and Alsea Highway.

Among other things, this contract proveded for the hauling of 63,000 yard miles of crushed rock at 14¢ per yard mile. That the said L. R. Kauffman sub-contracted this portion of the contract to me for 12¢ per yard mile; that I engaged four trucks and drivers to handle the sub-contract, but the said L. R. Kauffman defaulted in his payment to me for the work I completed in the sum of $1,738.28, and because of his refusal to pay this amount, so that I could continue to pay for my trucks and drivers, I was forced to abandon my sub-contract and seek work elsewhere.

That if the said L. R. Kauffman would have paid me for my work as agreed, I would have continued and completed the said sub-contract, and thereby earned an additional $2,977.14, based on the original estimate of 63,000 yard miles in the said contract.

I make this affidavit for the express purpose of notifying the State Highway Commission that I intend to hold the said L. R. Kauffman and the Glen Falls Indemnity Co., which bonded the said contract for the full sum of $4,715.42, which sum includes payments due me for work which I completed, but remain unpaid for, plus the actual damages I suffered as a result of the said L. R. Kauffman breaching the said sub-contract.

Lloyd J Hearn

Subscribed and sworn to before me this 7th day of January, 1950.

Frank C McKinney
Notary Public for Oregon
My commission expires Oct. 9, 1953

FRANK C. MCKINNEY
ATTORNEY AT LAW
OREGON CITY, OREGON

EIVED
JAN 27 1950
FOR FILING

Files
Mrs Lewis

December 30, 1949

Mr. Frank C. McKinney
Attorney at Law
101 Hogg Building
Oregon City, Oregon

Dear Mr. McKinney:

As requested in your letter of December 28 we are enclosing herewith a certified copy of Contract 2792A with Mr. L. R. Kauffman of Waldport.

In reply to your inquiry as to the number of yard miles of gravel hauled and stock-piled under the contract, we can advise that according to the semi-final estimate, 60,476 yard miles had been hauled. This figure, of course, is subject to final checking which has not yet been completed.

In connection with the copy of the contract and bond furnished, we are required by law to request an affidavit of claim when such copies are furnished. We will appreciate receipt of the affidavit of claim at the earliest possible date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

NOTED ON CARD
12-30-49

60,476 yd. miles haul
Semi final est.

FRANK C. McKINNEY
ATTORNEY AT LAW
101 HOGG BUILDING
OREGON CITY, OREGON

December 28, 1949

Mr. H. B. Glaisyer, Secretary,
State Highway Department,
Salem, Oregon.

Dear Sir:

Mr. Lloyd J. Hearn has informed me that he visited you at your office on December 27th, 1949, in regards to contract No. 2792-A between the State of Oregon and L. R. Kauffman of Waldport. Mr. Hearn told me that you offered to furnish him with a copy of the Kauffman contract as well as a copy of his bond. We would appreciate receiving these as it would give us a better picture of the whole situation.

We would also like to have, if at all possible, a statement as to how many actual yard miles of gravel were hauled and stock piled under the contract. Since Mr. Kauffman had contracted with my client to pay him by the yard mile, it is, of course, important to know the final total. My client has a record of the amount he hauled, but, of course, no estimate or record of the total amount of the entire contract.

Thanking you in advance for any assistance you are able to give, I remain,

Yours truly,

Frank C. McKinney

Frank C. McKinney

FCM:HEW

REFERRED TO
Gilvery
BY SECRETARY

prepare certified copy of contract & bond.
get balance of information from Fisher.
prepare reply & ask him to furnish
affidavit of claim pursuant to
legal requirements.
HBS

FILED ON CARD

Form E-1—6M—1-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 29, 1949, 19

Section Waldport
Kind of work Rock Production
Highway Oregon Coast & Alsea
Section prefix 21-8303
Contractor L.R.Kaufman
Contract number 2792 A
Date of Contract Mar. 2, 1949, 19
Date of completion June 30, 1949, 19
Date work started April 25, 1949, 19
Estimated date of completion Oct. 31, 1949, 19
Amount of contract $ 34,220
Per cent of time elapsed 199 %
Estimated cost of completed project, exclusive of engineering $ 34,220
Per cent of contract completed, based on total contract price 99 %
Engineering cost to date $2100, %
Date project was completed 10-31-49, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Visit to project Thursday indicated that the contractor would have the material out today but the finishing of the pile would require until Tuesday to complete. Expect to send in completion on this project next week.

Field crew two days on purchase order work. Both Steers and Altrees piles in bad shape and since it is a purchase order and directed to the Maintenance Dept. and this engr. work is done to accomodate the D.M.S. it is not assumed that the Engineering Divison has the same control that is exercised over a contract.

NOTED
E. [illegible]

NOTED

Signed J Walters
Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,000		
Estimated quantities moved or placed to date			10,000		
Average daily quantities			54		
Average daily quantities necessary to complete project on time			time expired		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			5		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1.........

Compressors ....1...., Bulldozers ....1...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Heavy Fog		
Monday	Heavy Fog		
Tuesday	cldy		
Wednesday	Rain		
Thursday	Rain storm		
Friday	Fog & Rain		
Saturday	Fair		

RECEIVED
OCT 31 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
NOV 21 1949
FOR FILING

21-8302

2792-A

November 18, 1949

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

You are advised of the intention of the State Highway Commission to release to L. R. Kauffman a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 2792-A for rock production on the Waldport Section of the Oregon Coast and Alsea Highways in Lincoln County. This payment, which is in the amount of $4,810.10, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,002.47. The present payment to the contractor will be made on or after November 28, 1949.

There is a claim filed against this job by Lloyd J. Hearn, of which you have been previously notified, in the approximate amount of $1,784.43.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

11-18-49 gl

RECEIVED

FOR FILING

21-8303

2792A

September 30, 1949

Mrs. Lloyd J. Hearn
Box 263
Vale, Oregon

Dear Mrs. Hearn:

This is to acknowledge your letter of September 26 concerning your claim previously filed against L. R. Kauffman's Contract No. 2792A.

To date this contract has not been completed, and as you have already filed a claim with the Secretary of State it appears that the necessary steps have been taken to protect the status of your claim. We have been advised that an estimated payment will be made to Mr. Kauffman within the next few days.

As stated in one of our previous letters, the State does not make any attempt to determine the validity of a claim but as a neutral agent merely record the claims and advise the parties concerned.

The Glens Falls Indemnity Company, whose agent is the Hodgess Insurance Agency, Inc., 803 Title and Trust Building, Portland 4, have furnished the bond on this contract guaranteeing completion of the job and settlement of claims. It might be that they could help you to arrange a settlement with Mr. Kauffman if a solution is not secured with him. If other measures fail, it might be necessary for you to institute suit especially if there is a dispute or a difference of opinion as to the amount of the claim.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

9-30-49 gl

2792 A

Vale, Oregon
Sept. 26 '49
Box 263

State Highway Dept.
Salem, Oregon

Dear Sirs:

Could you please give me information regarding the Contract 2792 A with L.R. Kauffman of Waldport? I filed a claim for $1,918.05 against him, and I wondered if he had received any more money since then, and also, if he had fulfilled his contract? It means the saving or losing everything I have, or I wouldn't bother you, and Mr. Kauffman refuses to even talk to me about it.

Thank you very much & I'll appreciate anything you can tell me.

Sincerely,
(Mrs) Lloyd J. Hearn
Vale, Ore
Box 263

RECEIVED

REFERRED TO Query BY SECRETARY
separately

NOTED ON CARD
9-28-[illegible]

RECEIVED
SEP 7 1949
FOR FILING

21-[illegible]

2792A

Files Mrs Lewis

September 2, 1949

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

Attached is a copy of a claim received by us today from the Secretary of State. This claim has been filed by Lloyd J. Kearn, in the amount of $5,429.89, less $3,645.46, against L. R. Kauffman, Contract 2792-A for rock production on the Waldport Section of the Oregon Coast and Alsea Highways, in Lincoln County.

Mr. Kearn's claim states that it is for hauling and transporting gravel and that the amount to be deducted is principally for gas and supplies furnished by the contractor.

This information is provided you as the Glens Falls Indemnity Company appears as surety on the bond executed in connection with Contract No. 2792-A.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG-FAQ:ec
Enc.

cc - Glens Falls Indemnity Co.
Rodgers Insurance Agency, Inc.
803 Title and Trust Building
Portland 4, Oregon

Mr. L. R. Kauffman
Waldport, Oregon

NOTED ON CARD

9-3-49 gd

September 2, 1949

Hon. Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

Dear Mr. Newbry:

This is to acknowledge receipt of three copies of a claim filed with your office by Lloyd J. Hearn in the amount of $5,429.89, less $3,645.46, against L. R. Kauffman, Contract 2792-A for rock production on the Waldport Section of the Oregon Coast and Alsea Highways, in Lincoln County.

This claim bears your file number 3186.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG-FAQ:ee

NOTED ON CARD

9-2-49, gl

1859

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

September 1, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir;

We have received and filed as of this date a notice of claim by Lloyd J. Hearn, for labor and equipment, furnished in the sum of $5,429.89 less $3,645.46, against L. R. Kauffman, principal and the Glen Falls Indemnity Company, surety, for work on State Contract Number 2792A, our file no. 3186.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

N:FA

Enc.

RECEIVED
SEP 2 1949
OREGON
STATE HIGHWAY COMMISSION

[illegible]

9-1-49 [illegible]

Vale, Oregon
Aug. 22, '49

Sec. of State
Salem, Ore.

Dear Sirs:

Please Note the following Claim:

"To The Sec. of State of Ore."

Notice is hereby given that the undersigned, Lloyd J. Hearn, has a claim for hauling and transporting gravel for state stockpiles, labor on crusher, and Miscellaneous pit labor, in the sum of $5,429.89, (I owing for gas and rock to be taken from this) in the amt. of $3,645.46), against the bond taken from the Glen Falls Indemnity Co., whose agent is Rogers Ins. Agency 803 Title & Trust Bldg., Portland 4, for L. R. Kauffman of Waldport, Ore. for the work of stockpiling gravel on state piles, keeping such said stockpiles attended to, and for labor both by my own hand and for 4 different trucks at different times during fulfillment of Contract 2792A., for the State of Oregn, by L. R. Kauffman."

"Here to be Signed" LLOYD J. HEARN

ENDORSED:
File No. 3186
Filed September 1, 1949
EARL T. NEWBRY, Secretary of State

RECEIVED
AUG 23 1949
FOR FILING

81-82 03

-772-A

2792-A [illegible]

Files

August 19, 1949

Mr. Lloyd J. Hearn
General Delivery
Vale, Oregon

Dear Mr. Hearn:

This is to acknowledge your letter dated August 15 in reply to our letter of August 10, concerning your claim against L. E. Kauffman for stockpiling of rock under his contract, No. 2792-A, for rock production on the Waldport Section of the Oregon Coast and Alsea Highways, in Lincoln County.

The state does not attempt to determine the validity of claims filed. Our function here is to record them impartially and notify the parties involved of receipt of the claim. In this particular instance the Glens Falls Indemnity Company, whose agent is Rogers Insurance Agency, Inc., 803 Title and Trust Building, Portland 4, furnished the performance bond in connection with Mr. Kauffman's contract No. 2792-A. We have already notified the surety and the contractor of the receipt of your claim.

We do suggest, however, that you protect your claim beyond the period of six months after the job has been accepted by filing it with the Secretary of State. We do not have any prepared forms for the filing of such a claim, but we are enclosing an excerpt from the Oregon law in which the procedure is outlined and which we have marked in red.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

EBG-FAQ:ee
Enc.

NOTED ON CARD
8-19-49 ge

2914
2792 A

RECEIVED
AUG 18 1949
OREGON
STATE HIGHWAY COMMISSION

Dale, Oregon
Gen. Delivery
Aug. 15 - '49

State Highway Dept.
Salem, Oregon.

I wish very much to thank you for your very prompt reply to my letter, in regard to my work stockpiling for L. R. Kauffman

You asked me to let you know if the work was all done in 1949. Yes, the work was all done in 1949, and also for his last contract at Waldport and Yachats stockpiles.

Did I understand correctly, that you will not pay Kauffman any more money till our claim was settled? Please let me know about this, as it may

RECEIVED
AUG 23 1949
FOR FILING

Files

Mrs. Lewis

2792-A

August 10, 1949

Mr. Lloyd J. Hearn
General Delivery
Vale, Oregon

Dear Mr. Hearn :

This is to acknowledge your letter of August 8 in which you advise that Mr. L. R. Kauffman owes you a total amount of $5,429.89 for the stock piling of rock at Waldport, Yachats, Logsden and Seal Rock. With a statement enclosed to us there is also shown an amount of $3,511.84 which you owe Mr. Kauffman. We assume then, that the balance owed to you is the difference between the two amounts or $1,918.05.

As near as we can determine, it appears that your claim is in connection with our Contract 2792A with L. R. Kauffman for rock production on the Waldport Section of the Oregon Coast and Alsea highways in Lincoln County. Mr. Kauffman did, however, have another contract in this vicinity which is our Contract No. 2914 for rock production on the Alsea-Deadwood Secondary and the Alsea highways in Benton and Lincoln counties. This job, however, was completed on June 3, 1948, while Contract 2792A appears to be uncompleted.

Your claim will be noted in our records and we will advise the surety and the contractor of its receipt.

The Glens Falls Indemnity Company provided the bond on Contract 2792A, and their agent in this instance is the Rodgers Insurance Agency, 803 Title and Trust Building, Portland 4.

The State cannot divert money for claims from the amount due the contractor on his estimates. We can, however, hold up payments on the job for a period of time until we have been notified that the claim has been taken care of.

It is suggested that in order to protect your claim beyond six months after the job is completed and accepted by the Commission, that you file your claim with the Secretary of State. We are enclosing an excerpt from the Oregon Laws outlining the procedure.

As we are not certain to which contract your claim applies or if it might apply to both of them, we would appreciate any information you could provide us on this subject so that we can accurately identify the claim; and, also, it will be necessary that this information be furnished if you file a claim with the Secretary of State.

We assume that the amounts shown in your statement are for the year 1949.

In the event that you feel that it is necessary to sue for the collection of this money, you should have your attorney submit an affidavit of claim, upon receipt of which, a certified copy of the contract will be provided.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

NOTED O.
8-10-49, ge

Mrs. Lions

August 10, 1949

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

We have received a letter from Mr. Lloyd J. Hearn whose address is General Delivery, Vale, Oregon, advising the Mr. L. R. Kauffman owes him $5,429.89 for stock piling rock at Waldport, Yachats, Logsden, and Seal Rock.

In Mr. Hearn's letter he stated he owes Mr. Kauffman $3,511.84, so it appears that the difference between the two is the amount of the claim or $1,918.05. This claim apparently is in connection with our Contract 2792A with Mr. L. R. Kauffman for rock production on the Waldport Section of the Oregon Coast and Alsea highways in Lincoln County.

This information is furnished as the Glens Falls Indemnity Company appears as surety on the bond executed in connection with the above mentioned contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mi

cc - Rodgers Insurance Agency, Inc.
503 Title and Trust Building
Portland 4, Oregon

Mr. L. R. Kauffman
Logsden, Oregon

NOTED ON CARD

8-10-49 g.

RECEIVED
AUG 9 1949
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO [illegible]
SECRETARY
usual letter

Vale, Oregon
Aug. 8 - 1949

State Highway Commission
Salem, Oregon

Dear Sirs:

I have been stockpiling gravel under L. R. Kauffman of Waldport, Ore., for the state. Mr. Kauffman has refused to pay me for my 4 trucks work, and so I quit the pit, when I was told I could work here at Vale. I have been working for him 1 year in April, and he has refused every time I've asked him, to give me a statement showing how we stood. Your state engineer of Waldport told me Mr. Kauffman has been paid over $5000.00 for the hauling on his stockpiles, but still he refuses to pay me. If I could, I would like to file a lien against his estimates, or whatever procedure is necessary to get my money, as I have almost lost all I have over this pit, and I have to satisfy my very patient creditors. Mr. Kauffman furnished part of my gas on the pit, so you will please find my statement of how we stand; inclosed. Please reply to this immediatly, as he has told me he doesn't intend to pay me a cent, because I quit, and if I have to go to court, I want to start suit immediatly, but your engineer told me you would see the bill was paid before paying Kauffman. My trucks were to get 12¢ yd. mile on every yard, & I was to get 1¢ a yd. on what the other trucks hauled, also as I was to keep the stockpiles straight, which I did, and I also had the stockpile men to pay.

Hoping to hear from you immediatly, I remain,

Sincerely,
Lloyd J Hearn
Vale, Ore.
% General Delivery.

D ON CARD
[illegible]

Moving Equip. from Alsea to Logsden 40 hrs @ 5.00 hr	$200.00
2 Trips to Portland 18 hrs @ $5.00/hr	90.00
March 23-'49 10 hrs with 4 yd. Chev. truck @ 4.00 hr —	$40.00
April 16-'49 6 hrs. to haul lumber	24.00
April 27-'49 5 hrs @ $5.00 " (5 yd. truck)	25.00
Moving from Logsden to Waldport (Equip) 50 hrs @ $5.00 hr	$250.00
Personal labor on crusher 128½ hrs @ $1.50 hr	192.75
Stockpiling from Apr. to Aug., with 4 yd. Chev. (50 days) truck @ $15.00 day —	$750.00
.01 yd. mile stockpiling for other trucks —	$201.10
Apr. 29 — Hauling 9 yds. rock —	14.49
Apr. 30 — " 12 " " —	20.25
Hauling to "Iron Kettle" Restaurant —	3.00
Aug. 3 — Collected for 230 yds. rock hauled by me for Lincoln County —	$115.00
Plus stockpiling with 4 yd. International —	$1098.00
" " " 5 yd. "	$1506.30
Truck labor in Jan. making pit for crusher —	$565.00
" " in Feb. & Mar. in pit	$335.00
Total Kauffman owes —	$5429.89
	3311.84
	2118.05

Grand Total for Stockpiling alone with 1-4 yd. Int'l. truck $1098.00

April & May —	409.68
June —	346.56
July	262.08
Aug.	79.68
	1098.00

Total for Stockpiling with 5 yd. trucks —

Apr.-May —	592.65 —
June-july — August	913.65 —
	$1506.30
Plus 4 yd. truck	1098.
	$2604.30 due for Stockpiling alone!

Statement of My Debt To Kauffman

Gas used at Logsden —	1153 gallons
Gas up to & inc. June 13 at Wall.	1387 "
" " " July 16 —	300 "
	~~1830~~
	2840 gallons gas
@	.23
	8520
	5680
	653.20
Plus gas from Stand. Oil.	224.94
I owe for gasoline —	$878.14
I owe for rock	414.20
Drawn cash	850. —
	250. —
	25. —
	50. —
	500. —
	100. —
Plus pay't to driver - Stratton	160.50
	$3227.84
Plus check at Siletz	75.00
Plus pay't. to Standard Oil	209. —
Am't. I owe Kauffman →	$3517.84

$592.65

Stockpiling with 5 yd. truck

Apr. 25 —	30 yds. Wald —	10 yds. Yachats	
" 26 —	30 " " —	5 " "	
Apr 27 —	35 yds " —	15 "	
28 —	55 " ——	30 "	Oaklands
May 9 —	20 " ——	——	5 yds.
10 —	25 " ——	35 ——	
May 11			45 "
12			25 "
13	- 25 yds —	10 yds —	45 "
17	- 5 " —	20 " —	35 "
18	— 5 " —	30 " —	10 "
19	— 15 " —	10 " —	15 "
20	— 20 " —	15 " —	20 "
23	— 30 " —	25 "	

TOTALS 295 yds. Wald — 205 yds. Yachats — 200 Oaklands

@ .54	1.41	@ .48
1180	205	1600
1475	820	800
$159.30	205	96.00
289.05	289.05	
96.00		
$544.35 - during Apr + May		

Plus 25 yds. Oakland's pile May 14 - 12.00
20 " Yachats May 15 — 28.20
15 " Wald " " 8.10
48.30
544.35
$592.65

1-19[illegible] Chev
1-194[illegible] Int'l.

Stockpiling with 2-5 yd. truck

	Wald	Yachats	Seal Rock	Oaklands
June 7	—	45 yds		25
" 8	—	20 "		10 "
June 10	20 yds.	35 "		5 "
June 20	35 "			
June 29-30	55 "			
July 1	10 "	5 yds.	—	10 "
July 6			55 yds	
July 6			25	
July 7			5	
July 11			5 "	
July 12			20	
July 13			15	
19			5	
July 25-20			70 "	20 "
25			20 "	5 "
26			50 "	
27			5 "	
July 27 28 29			45	5
July 30			15 "	5
July 30			30 "	5 "
TOTALS	140 WALD.	150 Yachats	365 Seal Rocks	85 Oaklands

(over)

	Seal Rock	Oakland
Aug. 2	50 yds.	
Aug. 3, 4	110 "	10
Aug 3	50 "	
Aug: 4	15	15
TOTALS	225	25

June-July 140 yds Wald - 105 yds Yachats 365 S.R. - 85 Oakland

Aug 225 " 25 "

140 yds Wald
.54
560
700
75.60 Wald
52.80
637.20
148.05
$913.65

105 - yachats
1.41
105
420
105
148.05

- 590 Seal R.
1.08
4720
590
637.20

110 Oak'a
.48
8.80
440
$52.80

Labor for Trucks in January - 1949

Jan. 5 —	7½ hrs for Chev. @ 4^{00} hr —	30^{00}
Jan. 6 —	8 hrs for 5 yd. Int'l. @ 5^{00}	40^{00}
Jan. 7 —	8 " " "	40^{00}
Jan. 8 —	" " "	40^{00}
Jan. 10 —	16 hrs for 2 Int'ls. trucks @ 5^{00} hr	80^{00}
Jan. 12 —	" " " "	80^{00}
Jan. 14 —	" " " "	80^{00}
Jan. 15 —	8 hrs (1 truck) " "	40^{00}
Jan. 19 —	2½ hrs " "	12^{50}
Jan. 20 —	4½ hrs " "	22^{50}
Jan. 21 —	8 hrs " "	40^{00}
Jan. 24 —	8 hrs " "	40^{00}
Jan. 28 —	4 " "	20^{00}
		\$$565^{00}$

February in Pit.

Feb. 24 —	6½ hrs @ 5^{00} hr —	32^{50}
" 25 —	10 hrs @ 5^{00} hr —	50^{00}
26 —	9½ hrs @ 5^{00} hr	47^{50}
27 —	8 hrs "	40^{00}
28 —	10 hrs "	50^{00}
Mar. 1 —	6 " "	30^{00}
2 —	8½ "	42^{50}
3 —	8½ "	42^{50}
		\$$335^{00}$

Hauling to Stockpile with 4 yd. International truck.

July 1 – 4 yds Wald – 8 yds Yachats – Seal Rock –		12 yds Oak
July 6	28 "	
July 7	20 "	
July 11	20 "	
July 12	16 "	
July 25 + 26	28 —	48 "
July 27	32 —	16
July 28	16 —	28
29	4	
30	20	

TOTAL 4 yds Wald. – 8 yds Yac. – 184 Seal Rock – 104 Oaklands

4 yds Wald.	8 yds Yac.	184 Seal Rock	104 Oaklands
54	@ 1.41	1.08	.48
2.16	11.28	1472	832
11.28		184	416
198.72		198.72	49.92
49.92			
$262.08 during July.			

Aug. 2 —— 28 yds. Seal Rock
3 —— 36 " " "
Aug 4 —— 8 " — 4 yds. Oaklands

72 yds.
@ 1.08 = $77.76
1.92
$79.68 bal. due on August pile.

@ .48
1.92

Stockpiling with 4 yd. International

			Oaklands
June 3			28 yds.
June 4			24 "
June 6 -	12 yds. Waldport	- 4 yds Yachats	16 "
June 7		- 36 yds "	20 "
June 8		24 "	12 "
June 9 -	4 yds Wald.	- 12 "	4 "
June 10 -	4 " "	- 16 "	4 "
June 13 -	16 " "	— 20 "	- 8 "
June 14 -	20 " "		- 28 "
June 15 -	16 " "	- 16 "	- 4 "
June 16 -	8 " "		
June 20 -	16 " "		
June 21 -	28 "		
June 22 -	24 "		
June 29 -	20 "		
June 30 -	8 "		

TOTALS 176 yds. Wald — 128 Yachats — 148 Oaklands

@ .54
704
880
95.04 wall.

1.41
128
512
128
$180.48

.48
1184
592
71.04

95.04
180.48
71.04
$346.56 balance due June 3 - July 1 for 1-4 yd. Int'l. truck

Hauling to Stockpile with 4 yd. truck Intl.

Apr. 28 – 20 yds. Wall – 8 yds. Yachts –
May 9 – 8 " " – 12 " "
May 10 – 32 " — 20 " "
May 11 – 4 " — 32 "
May 12 – 32 " — 16 " — 16 yds. Oaklands
May 13 – 8 " – 20 " — 28 "
May 14 – 20 " – 4 " — 4 "
May 17 – 24 " – 8 " — 16 "
May 18 – 4 " – 16 " — 60 "
May 19 – 4 " — 16 " — 44 "
May 20 — — 4 " — 32 "
May 23 4 " — 8 "

TOTAL 156 yds. Wall – 160 yds. Yachts — 208 yds. Oaklands
@ .54 – 1.41 – .48
624 160 1664
780 640 832
160
84.24 Wall. $225.60 Yachts — 99.84 Oaklands
99.84 Oaklands
225.60 Yachts
$409.68 balance due for May 23 inclusive

RECEIVED
MAR 18 1949
FOR FILING

21-820

2792

March 18, 1949

Mr. L. R. Kauffman
P. O. Box 56
Wecoma, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 2792A which was awarded to you on March 2, 1949 by the State Highway Commission, covering Waldport Rock Production Project on Oregon Coast and Alsea Highways in Lincoln County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
MAR 18 1949
FOR FILING

21-8303

2792A

Salem, Oregon
March 18, 1949

Contract for Files of
Secretary of State

Mr. Carl F. Smith

Accounting Division

Dear Mr. Smith:

I enclose herewith a fully executed copy of contract No. 2792A, which was awarded to L. R. Kauffman by the State Highway Commission on March 2, 1949, covering the Waldport Rock Production Project on Oregon Coast and Alsea Highways in Lincoln County.

This contract is for the records and files of the Secretary of State.

Very truly yours

Secretary

gl
attachment 1

[illegible]

RECEIVED
MAR 18 1949
FOR FILING

21-8303

2792

March 18, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

We enclose herewith a fully executed copy of contract No. 2792A, which was awarded to L. R. Kauffman by the State Highway Commission on March 2, 1949, covering the Waldport Rock Production Project on Oregon Coast and Alsea Highways in Lincoln County.

A copy of the above contract is being sent to you for your files because you appear as surety for the contractor on this job.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

cc: Rodgers Insurance Agency
Title & Trust Bldg.
Portland 4, Oregon

Recorded

RECEIVED
MAR 18
FOR FILING

21-8303

2.112.021

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Mar. 17, 1949

IN REPLY PLEASE
REFER TO FILE

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Mr. Glaisyer:

I am returning the three copies of the Kauffman agreement covering the matter of rock production in Lincoln County.

I think it is better that these go to the Chairman from your office, because it has never been the policy for any such agreements to go to the Commission from my office, and if I were to send these in, there might be some unfriendliness develop. May I suggest that you hold the agreements and take them with you to the Commission meeting next April. I have written the Chairman relative to this matter, and I do not anticipate that he will object to signing them although he may ask some questions.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:FRC

Mr. Baldock discussed this matter with Mr. Banfield over the telephone and Mr Banfield approved the award of the contract and forwarding copies of the contracts to the contractor & surety without his signature inasmuch as they have already been signed by Mr Schaupp & Mr. Chandler
HBG

File

EIVED

OR FILING

21-0303

2492

1061W

C
O
P
Y

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9th, 1949

SUBJECT:

Original
REFERRED TO
Mr. Devers by WCW

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

L

Dear Sir:

In regard to the delay of L. R. Kaufman in signing his contract for the Waldport Rock Production Project.

When the C. J. Eldon contract for this project was cancelled Mr. Kaufman, who had done some rock crushing for the State Highway Department but was primarily engaged in the construction of logging roads, advised us that he expected to surface a logging road in this vicinity and would be interested in the production of the material at Eldon's price. We secured authority from the Commission to award the job to Kaufman and a contract was prepared to that end.

Mr. Kaufman's other work in the vicinity was delayed and he only recently secured the "go ahead" orders for that work and has established his crushing plant. Inasmuch as Mr. Kaufman has developed his own quarry, is taking all the responsibility for securing satisfactory rock and the price is still below the going prices, it seems to the division engineer and myself highly desirable to have him proceed with the contract even though there has been considerable delay in his accepting the job. We are badly in need of rock in this locality and he can begin delivery immediately, which will save us several months' delay.

Very truly yours,

(sgd) H. G. Smith
Construction Engineer

HGS:AR

OREGON STATE HIG

INTER-DEPARTMENT

ASSIGNMENT No. 1061 wcw

DESCRIPTION: Mr. Devers' letter of 3-7-49 (to Mr. HBG) re agreement with L. R. Kauffman covering the rock production job in Lincoln County.

DATE: 3-9-49 ASSIGNED TO: H. G. SMITH ✓

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ________________

xxxxx PLEASE ADVISE ME RE LAST PARAGRAPH
WCW

REPORT RECEIVED: 3-10-49 me

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-90 15M 10-40 29007

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Salem, Oregon
March 7, 1949

SUBJECT:

To: H. B. Glaisyer

Secretary

Williams

Dear Mr. Glaisyer:

I have approved as to form, and I am returning to you herewith, the four copies of the agreement with L. R. Kauffman covering the rock production job in Lincoln County.

This is a rather unusual situation. It appears that bids were called for in December, 1947, and the bid of L. R. Kauffman was then accepted and the contract awarded to him. The date on the contract shows that the award was made December 22, 1947, and I assume that following the usual course the contract was prepared a few days thereafter and submitted to the bidder for execution. The execution date on the contract was December 22, 1947. The execution date on the bond shows March 2, 1949, and it appears that the bond was executed on that date by the principal and by his surety.

I recommend that the typewritten date in the contract be altered so as to correspond to the date of execution by the contractor and his surety, and I assume that date is the same as the date of the execution of the bond.

The Commission will be entitled to an explanation of why a contract for a rock production job has gone unexecuted for a year and a quarter. If this contract is approved and executed by the Commission I would like an opportunity to prepare a letter of transmittal of the contractor's copy to him and the bonding company's copy to it.

Very truly yours,

J. M. Devers

J. M. DEVERS

JMD:NH

RECEIVED
FEB 19 1948
FOR FILING

31-838-2

February 18, 1948

Mr. L. R. Kauffman
P. O. Box 56
Wecoma
Oregon

Dear Sir:

On December 24, 1947 I mailed you four copies of contract awarded to you by the State Highway Commission on December 22, 1947, covering the Waldport Rock Production Project on Oregon Coast Highway, in Lincoln County. This is described as State Highway Contract No. 2792 A.

You were requested to execute all four copies of this contract as to agreement and bond and return them to this office for further handling. Up to the present time the contracts have not been returned. We will appreciate it if you will take care of this matter at once.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

RECEIVED
DEC 26 1947
FOR FILING

21-8303

December 24,1947

Mr. L. R. Kauffman
Post Office Box 56
Wecoma
Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2792-A, which was awarded to you by the State Highway Commission on December 22, 1947, covering the Waldport Rock Production Project on the Oregon Coast Highway in Lincoln County.

Please execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your files. We will send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
OCT 15 1947
FOR FILING
[illegible]

October 14, 1947

General Casualty Company of America
Oregon Service Office
601 Board of Trade Building
Portland 4, Oregon

Gentlemen:

In reply to your letter of October 8, I am pleased to inform you that the State Highway Commission has relieved C. J. Eldon, contractor, from his obligation in connection with the performance of work under State Highway Contract No. 2792, Waldport Rock Production Project on the Oregon Coast and Alsea Highways, Lincoln County, Oregon, pursuant to an agreement reached with Mr. Eldon covering the matter.

I enclose for your information a copy of the agreement, which is self-explanatory and which, I believe, will give you the information you desire.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee 10/15

cc - Mansfield & Co.
302 Lewis Building
Portland 4, Oregon

Attention: Mr. G. H. Burnett
Surety Department

AMERICA
GENERAL
COMPANIES

H. K. DENT
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

HOME OFFICES—SEATTLE, WASHINGTON

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING

PORTLAND 4, OREGON

October 8, 1947

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Glaisyer;

Re: Bond 111420 - C. J. Eldon

Dear Mr. Glaisyer:

Effective from April 10, 1946, our company executed a bond as above captioned in the amount of $34,220 covering Waldport Rock Production Project, Oregon Coast and Alsea Highways, Lincoln County, Contract #2792. As late as June 2, this year we were advised that project had not been started, and we are today advised by our agent, of a letter received by Mr. Eldon to the effect that this contract has been cancelled. ✓

Wont you kindly confirm or deny that information as a matter for our records and at the same time let us know if any work at all was ever done on that job?

Very truly yours,

G H Burnett

SURETY DEPARTMENT

G. H. BURNETT
fg

ANSWERED
H. B. GLAISYER

RECEIVED
OCT 9 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 1 1947
FOR FILING

21-8303

[illegible]

Salem, Oregon
July 30, 1947

Mr. H. G. Smith:

At the meeting on July 21 and 22, the Commission approved the termination of the Eldon contract for the Waldport Rock Production job and authorized private negotiations with another contractor to do the work.

Please work with Mr. Devers in negotiations for this contract.

R. H. Baldock

bb

RECEIVED
AUG 8 1947
FOR FILING

21- 8303

Salem, Oregon
July 24, 1947

Mr. J. M. Devers

I am returning to you three copies of the agreement with contractor C. J. Eldon providing for the termination of his contract with the State Highway Commission for the production of maintenance materials on the Waldport Rock Production Project, in Lincoln County, contract No. 2792.

The Highway Commission approved this settlement at its meeting on Tuesday of this week, July 22, and executed three copies of the agreement at that time, as you will note. The agreement has not been signed by Mr. Eldon but is being returned to you to secure his signature.

When execution is complete, will you please return to me for the Commission's records and files the copy which I have stamped "Office Copy".

Secretary

HBG:ee
Attchs.

retd. Aug. 1-47

REFERRED TO Genl Acct BY SECRETARY

watch for it HBG

FORM 6-122X 10M 7-46

RECEIVED
JUL 21 1947
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
M. R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

21-[illegible]

July 18, 1947

#3712

Mr. John H. Kelley
Attorney and Counselor at Law
Yeon Building
Portland 4, Oregon

NOTED
State Highway Engineer

Dear Mr. Kelley:

I discussed with the engineers the proposed changes which at Mr. Eldon's request you made in the proposed draft of agreement, and regret to say that the changes are not approved or recommended by the engineers.

For instance, it is denied by the Highway Department that any Highway employee designated or pointed out to Mr. Eldon the exact spot where he was to open the quarry. We understand, however, that Mr. Eldon claims that some information along that line was given, and a statement to that effect, as you will know, is set up in the agreement, but its presence in the agreement is not an admission by the State. Now Mr. Eldon wants the agreement to read that the information was not given at the time he made his bid, but that after the contract was awarded and he went on the ground to begin his work he was then told where to set up the machinery. This is not only a variance from what we understood he first claimed but is farther from the truth, our engineers say, than was the first contention.

Then in paragraph five where the State says that the place where he set up or attempted to open the quarry "contained some", he wants us to say "consisted largely of". Again, the engineers are unwilling to admit that as a fact for they say that it is not true, and they base their contention somewhat on the fact that another contractor is willing to take over the job on the conditions and under the circumstances pursuant to which Mr. Eldon bid and was awarded the contract.

I am sorry that we are still quite some distance from reaching a settlement, but I have done all I can do and our people are inclined to feel that Mr. Eldon is quite unreasonable in his contentions.

Yours very truly,

J. M. DEVERS

cc - R. H. Baldock ✓
H. G. Smith
JMD:avh

RECEIVED
JUN 27 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1947

SUBJECT:

1947

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith estimate by Mr. Clymer of Eldon's development cost at the Eckman Slough Quarry on the Waldport Rock Production Project.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:ER

Enc.

J. M. Devers.

Suggest we settle
for $5000.00

EIVED
JUN 27 1947
FOR FILING

H G Smith

WALDPORT ROCK PRODUCTION

C. J. Eldon, Contractor

Contract No. 2792

Estimated Costs

Labor and Labor Insurance	$1,442.88
Equipment Rental	1,142.00
Explosives	67.70
Miscellaneous Supplies	214.00
Freight and Cartage	1,242.00
General Overhead	611.49
Total Estimated Cost	$4,720.07

WALDPORT ROCK PRODUCTION

C. J. Eldon, Contractor

Contract No. 2792

Estimated Costs

Move in, Clearing, Stripping, Drilling and Shooting and Moving Out

LABOR

		Time	Rate	Total
1	Superintendent	4 Weeks	$100.00	$400.00
1	Cat Operator	140 Hours	1.75	245.00
	" " Overtime	16 "	2.625	42.00
1	Powderman	132 "	1.75	231.00
	" Overtime	16 "	2.625	42.00
1	Jackhammerman	132 "	1.50	198.00
	" Overtime	16 "	2.25	36.00
1	Shovel Operator	32 "	1.85	59.20
3	Laborers	72 "	1.15	82.80

$ 1,336.00

Labor Insurance- $106.88

EQUIPMENT

		OPA Rental Rate Per Month	
D-7 Cat and Dozer	½ Month	$893.00	$446.50
210 C. F. Compressor	½ "	267.00	133.50
2 Jackhammers	½ " Ea.	35.00 Ea.	35.00
200' Air Hose	½ Month		24.00
Pickup Truck	3 Weeks	84.00	63.00
7/8 Yd. Shovel	½ Month	880.00	440.00

$ 1,142.00

EXPLOSIVES

350 Lbs. 60% Powder- - - - - - - - - - - -	$ 0.13	$ 45.50
148 Caps - - - - - - - - - - - - - - - - -	0.15	22.20

$ 67.70

MISCELLANEOUS EXPENSE

Drill Steel and Bits - - - - - - - - - - - - - - - - -	$ 25.00
Gas, Oil and Grease- - - - - - - - - - - - - - - - -	154.00
Freight and Cartage on Equipment - - - - - - - -	1,170.00
Freight on ~~12~~ 10 M FBM Old and New Lumber - - - - - -	72.00
Miscellaneous Supplies - - - - - - - - - - - - - - -	35.00

$ 1,456.00

General Overhead, Bond, Insurance, PUC's, Office and Other Overhead- 611.49

Total Estimated Cost - - - - - - $4,720.07

Waldport Rock Production

Contract No. 2792 C. J. Eldon - Contractor

Remarks:

This contract, which required the crushing and stockpiling of 10,000 cu. yds. of Maintenance rock, was bid and awarded on April 4th, 1946. The Contractor started work on April 22nd. and ended operations about May 28th, 1946.

A D-7 cut & dozer, 210 c.f. compressor and a 7/8 yd. shovel were brought on the job. The work accomplished consisted of clearing 1/4 of an acre, stripping about 500 cu. yd. of overburden and a small amount of drilling and shooting. The D-7 cut was used on the clearing and stripping and the shovel also worked two days on removal of overburden. 350 lbs. of powder was used for shooting the quarry and approximately 10 M-FBM of lumber was brought to the job but was not used and was later hauled away. The labor force averaged three men who workded 1-8 hour shift per day. These men worked steadily from April 22nd until May 13th and intermittently thereafter until all work ceased about May 28th.

June 6, 1947

E. H. Clymer
Cost Analyst

RECEIVED
JUN 27 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

MAY [illegible] 1947

Salem, Oregon
May 28, 1947

SUBJECT:

REFERRED TO
H. C. Smith
By Chief Engineer
Please give me your recommendation

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

As soon as convenient, I wish you would let me have the amount which you can recommend I offer in an effort to settle our controversy with Mr. Eldon. You will recall that a request went in for this information and I believe when you asked Mr. Smith for it he was not inclined to offer anything, but resort to litigation if necessary.

Personally, I think that in view of the state of the record right now, and particularly in view of the admission set out in the contract which we offered to Mr. Eldon, by way of compromise, we best reach a settlement if we can.

You will recall that in the compromise contract we said: "The contractor entered upon the development of the designated quarry preparatory to installing his plant, but during the progress of this work it was disclosed that the quarry did not contain a sufficient quantity of satisfactory rock to produce the quantity called for under the terms of his contract, and he refused to proceed with the work unless certain modifications were made in the specifications."

We also said in that proposed compromise contract as follows: "As a result of a careful inspection of the premises by the contractor and the Highway Engineer, it is the opinion of these parties that the original contract should be amended with respect to the source or sources of materials."

I am quite confident in view of those statements which Eldon has that we better try to compromise on some reasonable basis, and I will appreciate being advised as to what amount you could recommend.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:avh

48

RECORD OF ASSIGNMENT

SCRIPTION: Letter 5-28-47 from J. M. Devers re settlement of Eldon controversy on Waldport contract

DATE: 5-29-47

ASSIGNED TO: H. G. SMITH

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(Please prepare reply for my signature
x (Please give me your recommendation

REPORT RECEIVED: 6-11-47
HJ

REMARKS:

RECEIVED
MAY 27 1947
FOR FILING

-1-4303

Salem, Oregon
May 26, 1947

Mr. H. G. Smith

The State Highway Commission, at the meeting on March 14 and 15, instructed me to report the facts concerning the claim of C. J. Eldon arising out of the Waldport Rock Production Project, Contract No. 2792. Will you please prepare such a letter for my signature.

R. H. Baldock

RHB:hi

RECEIVED
MAY 22 1947
FOR FILING

21-R203

#2792

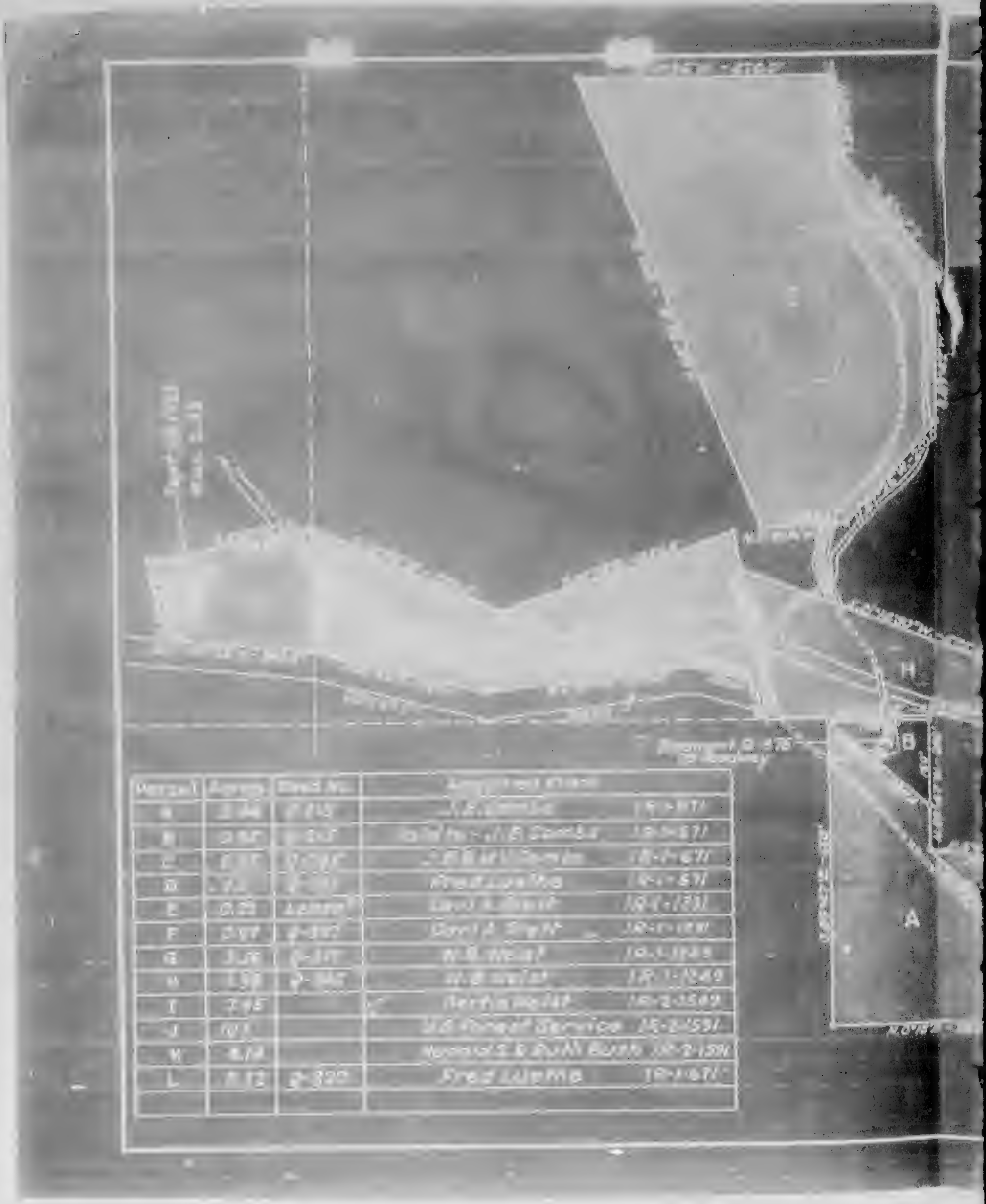
Salem, Oregon
May 21, 1947

Mr. J. M. Devers

Permit me to suggest that we dispose of the Eldon matter on his Eckman Slough contract as soon as possible because of our need for this rock for maintenance and for the further reason that Mr. Kaufman wishes to know immediately whether we will accept his offer to produce the materials at the price bid by Mr. Eldon.

R. H. Baldock

RHB:hi



Parcel	Acres	Deed No.	[illegible]	
A	[illegible]	[illegible]	J.B. Combs	1R-1-671
B	[illegible]	[illegible]	Heirs - J.B. Combs	1R-1-671
C	[illegible]	[illegible]	[illegible]	1R-1-671
D	[illegible]	[illegible]	Fred Lujema	1R-1-671
E	0.33	Lease	David A. Smith	1R-1-1231
F	0.77	B-337	David A. Smith	1R-1-1231
G	[illegible]	[illegible]	W.B. Weist	1R-1-1249
H	1.38	[illegible]	W.B. Weist	1R-1-1249
I	2.45		Bertha Weist	1R-2-1589
J	[illegible]		U.S. Forest Service	1R-2-1591
K	[illegible]		[illegible]	1R-2-1591
L	[illegible]	B-320	Fred Lujema	1R-1-671

E 1/4 of Sec. 33
M.P. 240
IR-1-671
IR-1-671
IR-1-671
IR-1-671
IR-1-1291
IR-1-1211
IR-1-1249
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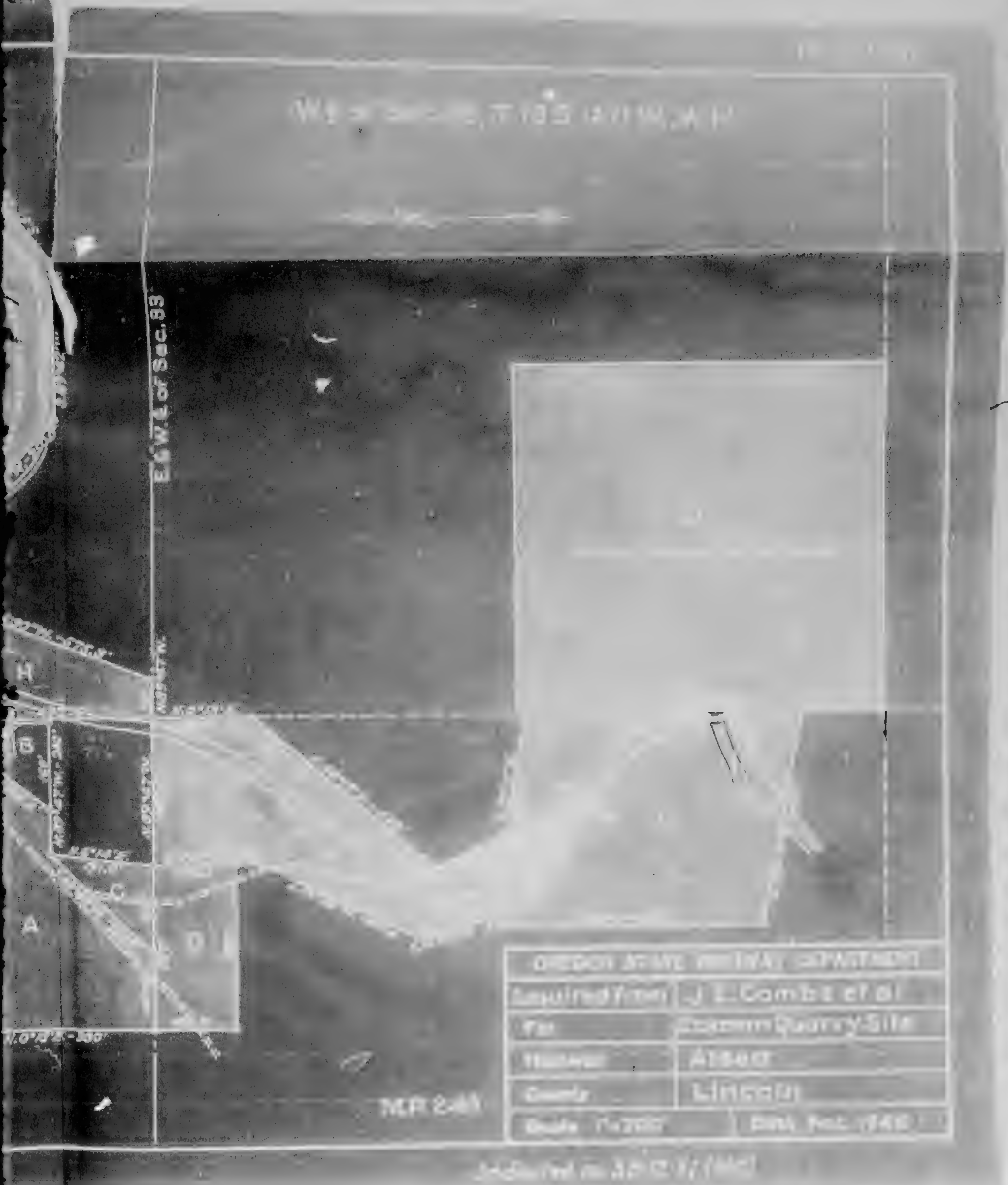
IR-2-1595
IR-2-1591
sh IR-2-1591
IR-1-671



W½ of Sec. 33, T.13 S., R.11 W., W.M.
E.&W.¼ of Sec. 33
H
G
C
A
D
M.R. 2-48

OREGON STATE HIGHWAY DEPARTMENT	
Acquired From	J. E. Combs et al
For	Common Quarry Site
Highway	Alsea
County	Lincoln
Scale 1"=200'	Drn. Feb. 1948

Recorded in [illegible]

RECEIVED
APR 14 1947
FOR FILING

21-8[illegible]

NOTED

AGREEMENT

THIS AGREEMENT, made and entered into this ______day of__________, 1947, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and C. J. Eid n, an individual, hereinafter called the "Contractor", party of the second part, WITNESSETH:

RECITALS.

1. The parties hereto, on the fourth day of April, 1946, entered into a written contract for the production of maintenance materials on the Waldport Rock Production Project in Lincoln County, which contract is identified in the Commission's files as No. 2792, by the terms and provisions of which, the Contractor agreed to manufacture certain maintenance materials specified in said contract. The Contractor agreed to perform such work pursuant to the specifications and provisions incorporated in said contract. The State, for the performance of said work, agreed to pay the Contractor a compensation to be computed on the unit prices fixed in said contract.

2. The Contractor entered upon the development of the designated quarry preparatory to installing his plant, but during the progress of this work, it was disclosed that the quarry did not contain a sufficient quantity of satisfactory rock to produce the quantity called for under the terms of his contract, and he refused to proceed with the work unless certain modifications were made in the specifications.

3. As a result of a careful inspection of the premises by the Contractor and the Highway Engineer, it is the opinion of these parties

that the original contract should be amended with respect to the source or sources of materials.

NOW, THEREFORE, be it and it hereby is agreed by these parties, as follows:

State Contract No. 2792 shall be and the same hereby is amended in the following particulars:

1. The Contractor shall be permitted to erect his plant on and excavate and appropriate materials from a dike which is owned by the State and is located adjacent to the county road approximately 2000 feet downstream from the quarry designated in said original contract. In this connection, it is contemplated by these parties that approximately 5000 cubic yards of materials are available in said site or source.

2. The State shall reimburse the Contractor, on a force account basis, for the opening of the above described new quarry, including the clearing of trees and brush, the removal of overburden and all such work as is customarily necessary to open up a quarry prior to the removal of the rock.

3. The Contractor shall use and employ, in connection with his contract, all materials now stockpiled on the source or site designated in the original contract, and shall use such additional material from said source as may be ordered and approved by the Engineer.

4. If sufficient materials, suitable as to quality, can not be secured from the said two sources, then the Contractor shall be reimbursed for such amount of royalty as he would be required to pay in procuring suitable rock

from an available source on the Weist property, near the proposed setup; provided, however, that no royalty in excess of ten cents (10¢) per cubic yard shall be paid.

5. Except as specifically set out herein, the original contract shall remain unchanged, and full and complete compensation for the performance of said contract shall be made on the basis of the unit prices fixed in said contract.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day and year first above written.

ATTEST:

____
Secretary

APPROVED:

____
State Highway Engineer

APPROVED:

____
Chief Counsel

STATE OF OREGON, by and through its
State Highway Commission

By____________________________
As Chairman

By____________________________
As Commissioner

By____________________________
As Commissioner

State

Party of the First Part.

____
C. J. Eldon, an individual
Contractor

Party of the Second Part.

[illegible]:FHC:[illegible]
1/14/47

RECEIVED
FEB 28 1947
FOR FILING

21-8303

February 27, 1947

Mr. John H. Kelley
Attorney and Counselor at Law
Yeon Building
Portland 4, Oregon

Dear Sir:

Reference is made to your letter of January 22, with relation to the agreement which we made some time ago at Waldport, covering certain changes in the Waldport Rock Production Project, Contract No. 2772.

The written agreement is according to our record in accord with our verbal understanding. Eldon stated that he did not plan to do any work until next spring. You now practically ask us to set aside the contract and do the work on a force account basis which we cannot do.

I suggest that we have one final meeting in Salem in an attempt to reconcile differences. I will be away next week. Please call me by phone on or after March 9 and let us arrange a date for the meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc: H. G. Smith
F. B. Bacon

JOHN H. KELLEY
ATTORNEY AND COUNSELOR AT LAW
YEON BUILDING
PORTLAND, OREGON

REF[illegible] TO
HG Smith
Please [illegible]
[illegible] another [illegible]
with Eldon.

(4)

January 22, 1947.

Mr. R. H. Baldock, State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Subject: Supplementary Agreement
Waldport Rock Production
Project
Contract No. 2792.

Dear Sir:

On behalf of C. J. Eldon I acknowledge receipt of proposed supplemental agreement pertaining to the above mentioned contract.

Mr. Eldon and I have both gone over the agreement and it is noted that no provision is contained therein to take care of the costs and expenses incurred in the opening, exploring and development of the quarry site designated in the - "call for bids" and in the original contract. This site was opened and developed sufficiently to determine that it was not a suitable source from which to obtain and produce the rock called for in the contract.

The supplemental agreement provides for a different set-up.

To obtain such suitable rock as is available in the original quarry site it will be necessary to move equipment consisting of a power shovel and air compressor and tools from the proposed new set-up to and from the original site and, while it is assumed that payment for the haul from the original site will be reckoned and paid for at the stated price, Mr. Eldon should be reimbursed for moving said equipment to and from this site. In fact, when it becomes necessary or expedient to move equipment from place to place other than at the site of the proposed new set-up, that is, in proximity to the dike owned by the state located adjacent to the county road approximately 2000 feet down stream from the quarry designated in the original contract, then it should be provided that he be paid for such expenses either on "force account" basis or at an agreed price.

In connection with this contract there has already accrued costs consisting of the following:

RECEIVED
JAN 23 1947
OREGON
STATE HIGHWAY COMMISSION

HN H. KELLEY
TORNEY AND COUNSELOR AT LAW

Mr. R. H. Baldock, State Highway Engineer. #2 Jan 22, 1947.

Labor (Pay-rolls)	$ 2,148.80
Materials & Supplies	1,187.45
Miscellaneous Expense	706.84
Freights	1,113.52
Equipment rentals	2,316.00
Total	$ 7,472.51
Lumber has been recovered amounting to	377.57
Leaving a total expended of	$ 7,094.94
Plus 15% on $5156.61..................	773.49
Total amount to which Mr. Eldon is entitled..............................	$ 7,868.43

When it was determined that the original quarry site was unsuitable the matter was brought to your attention and attempts were made to aid you in locating proper material.

There have been many months delay and Mr. Eldon did not deem it reasonable or practical to hold the equipment on the job and charge rent for it when it could be used on other projects. The equipment was moved to other projects and put to work.

Under the proposed new agreement it will be necessary to again freight this equipment to and from the job. Such of the unused lumber as could be was salvaged and as noted above credit has been given.

We believe that Mr. Eldon is entitled to the amount noted above.

I also call your attention to the fact that effective January 10th, 1947, all construction labor has been granted a wage increase of 20¢ per hour. This increases the cost of crushing and stockpiling 12.4¢ per cubic yard plus 1¢ per cubic yard for hauling.

I am therefore returning five (5) copies of the contract to you and am keeping one copy for my file.

Yours very truly,

John H. Kelley

JOHN H. KELLEY.

JHK:Y
Encl.

RECEIVED
JAN 18 194
FOR FILING

21-8593

January 16, 1947

Mr. C. J. Eldon
P. O. Box 5686
Portland 3, Oregon

Dear Sir:

Mr. Devers has prepared a form of agreement incorporating the ideas agreed upon at our conference some time ago at Waldport.

If this agreement meets with your approval, kindly sign all five copies and return them to this office for the requisite action of the Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc H. G. Smith

RECEIVED
DEC 12 1946
FOR FILING

C. J. ELDON
CONTRACTOR

P. O. BOX 5686, KENTON STATION
Portland, Oregon

ED
State Highway Engineer

July 26, 1946.

REFERRED TO
by Chief Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The letter dated June 3, 1946, which you wrote to Mr. John H. Kelley, my attorney, was submitted to me. I have gone over the statements made in that letter, namely that, - "It was quite apparent from casual examination that it would easily have passed our abrasion test." and that, - "they (two quarry sites which Mr. Springer had previously reported upon) were shown to Mr. Eldon merely as a courtesy, since he (Mr. Eldon) had mentioned the fact that he might become interested with Mr. Hunter in the development of a commercial quarry."

The facts are that when I arrived at Waldport, Mr. Smith, Mr. Eason, Mr. Walters and Mr. Springer were at the lunch counter, they were almost finished eating. I ordered and ate my lunch. When I finished my lunch they had gone. I went directly to the quarry. There I was told they had gone up the creek to look at other prospects. They were gone a considerable length of time. While they were away I had the quarrymen prepare some seven or eight more shots to blast that they might better be able to see the material as it was shot. We waited quite some time for them to return. Knowing that we would have to clear a road through the pit for them to get through, I ordered the shots fired and immediately put the shovel and bulldozer in the pit and cleared a passageway sufficiently to permit them to drive their car through the pit.

When Mr. Smith, Mr. Eason, Mr. Walters and Mr. Springer did finally return they walked around through the pit, Mr. Smith tapping some of the pieces with a small prospectors pick-hammer.

Mr. Smith then came to me where I was talking with Mr. M. P. Hunter and asked if we would go up and look at some other prospects they had in mind. Mr. Hunter said if we are going to look at quarry sites we had better take the quarrymen.

We followed up the old road, crossed the creek a number of times, finally stopped the car, crossed the creek again on foot and followed what appeared to be an old wood or logging road that had been excavated along the side of the hill. A number of places the excavations for the old road had exposed rock - some of which appeared to be of a quality that could be used for road rock. Mr. Smith suggested that a shovel could be utilized to excavate the good portions of the rock and haul it down to the crusher. My opinion was that the cost of constructing roads and the extra distance to haul would preclude the use of the site even if it was all in one place. Mr. Smith said, "of course we will allow you for the extra haul."

It was while we were examining these sites that some mention was made of developing a commercial quarry. I answered that Mr. Hunter (M. P. Hunter) might be interested in developing a commercial plant if a suitable site were available. In answer to Mr. Smith's questions I told him that Mr. Hunter was interested with me - that if he could find a satisfactory site, I, as a matter of business, would back him in the venture.

As we were returning from the inspection of these sites the subject of the rock on the Weist property - the property which Mr. G. P. Hunter was working - was brought into the conversation. Mr. Walters said there was a showing of pillar (columnar) rock there but that they were unable to get it. Mr. Walters said he had a map showing the location. It was suggested that he bring the map and go with Mr. M. P. Hunter to look at the prospect. From the conversation of some of the members of the party I was made aware of the fact that there was, or had been, some friction between your men and Mr. G. P. Hunter. There was some question as to the advisability of your party going onto the workings of Mr. G. P. Hunter; some fear of the impression such an excursion would make on Mr. Hunter; a general reluctance or hesitancy on the part of the members of your party to make an open further move that might arouse Mr. G. P. Hunter's suspicions of intent, or something of that sort.

I told Mr. Smith, Mr. Eason and Mr. Walters that if there was rock to be had at that location, and they wanted the rock, that, in view of the apparent somewhat strained relations existing between them and Mr. G. P. Hunter, I could probably drive a better bargain for it than they could; that I believed that if he, Mr. G. P. Hunter, had the rock I could make a deal with him.

It was agreed that Mr. Walters was to bring the map to Mr. M. P. Hunter and that Mr. M. P. Hunter was to locate and prospect the site. This was done. Mr. M. P. Hunter, with the aid of the map, located the rock. He thereupon took his quarrymen and prospected the showing. He traced the rock protrusion some 20 feet. It is near the top of the hill. It is exposed some 5 or 6 feet above the face of the slope. They dug down the face of the rock several feet and discovered that the columnar of rock was apparently resting on a mass of conglomerate consisting of fragmentary rock, gravel, decomposed granite and earth. The top of the hill is some 30 to 50 feet above the top of the columnar rock. There is quite an overburden.

It would be very difficult to build a hauling road from the site without using Mr. G. P. Hunter's road or encroaching on the Waldport water works pipe line property. The whole operation will be quite costly. It is doubtful if the limited quantity of rock in sight would warrant the expenditures necessary for its removal.

I talked with Mr. G. P. Hunter about the matter. He agreed that if the State wanted that rock and would construct the road and the bunkers and leave them there for his use, that the State could have the rock for the same royalty he was paying. When I talked with Mr. H. G. Smith at the Highway Meeting in Portland I so advised him. I also voiced the opinion that the costs entailed would be prohibitive.

When Mr. M. P. Hunter returned from prospecting the columnar rock showing just described, he pointed out to Mr. Walters a showing of rock along the road that Mr. G. P. Hunter had constructed to his workings on the Weist property. Mr. Walters informed him that this rock was on State property.

On my way back to Portland I came through Waldport and stopped at the operation to learn the result of their prospecting. I had some samples of rock broken from the face of this last mentioned exposure. I brought them in to Portland to the Highway Commission Meeting and showed them to Mr. Smith. Upon his inquiry as to the quantity of the rock available, I told him I did not know; that I had traced the exposure some 150 feet; that there appeared to be 3000 to 4000 cubic yards in sight, but that it might be just a cap or facing similar to the site we had just opened; that if the Department owned the property and wanted me to do so, I would move my equipment to the site and explore it fully for actual cost, plus 15%. Mr. Smith said he thought that would probably be all right; that he would have to see Mr. Eason and that he wanted to be sure the State owned the property. He was to call me after his conference with Mr. Eason.

This was on Wednesday, May 15th. Mr. Smith did not call me Thursday nor Friday. Saturday before noon I called Mr. Smith about the matter. He told me over the telephone that the laboratory had reported that the rock from the designated quarry site met all the tests and that I would have to crush all the rock from that designated source. Before the conversation closed - apparently as an afterthought - he said that if I wanted to crush some of the rock from the last mentioned state owned location he did not think there would be any objection.

In view of the facts as herein recited - I know they are the facts - I fail to find any logical basis for your statement that the two quarry sites previously reported upon - "Were shown to Mr. Eldon merely as a courtesy." or that - "It was quite apparent from casual examination that it would have passed our abrasion test."

We looked at the quarry sites at Mr. Smith's express invitation. I did not then, nor do I now, look upon this action as a courtesy. I do not think the showing of these two quarry sites (if such they can be called) was actuated from a sense of courtesy. Especially so, since the only reference to a commercial quarry was made by Mr. Smith, at the time we were viewing the sites and my reply was that Mr. Hunter might be interested.

I have spent considerable time and money for my employees viewing your sites and in prospecting the site which you had mapped on the Weist property. It could be said, with a great deal more basic reasoning, that we looked at the quarry sites upon Mr. Smith's invitation out of a sense of courtesy.

However, such is not the fact. I did the work I did in good faith. I did it with the idea in mind that if a suitable quarry could be located it would be of great benefit to the state, and at the same time facilitate a more satisfactory consummation of the contract.

I like to think Mr. Smith, Mr. Eason and Mr. Walters were trying for the same end. The action of Mr. Smith taking us away up in the timber to show other sites; the alacrity with which Mr. Walters produced the Weist property map and delivered it to Mr. M. P. Hunter; the general willingness on the part of all these men to forego their open animus against Mr. G. P. Hunter tends to confirm this idea.

The impression conveyed in your statement - "I wish to clear up some misunderstandings which you seem to have obtained from Mr. Eldon" infers that I had misrepresented the facts to Mr. Kelley. This inference is unwarranted.

Very truly yours,

C. L. Eldon

C. L. ELDON

RECEIVED
JUL 27 1946
OREGON
STATE HIGHWAY COMMISSION

cc to John H. Kelley.

RECEIVED
JUL 2 1946
FOR FILING

21-8303

JOHN H. KELLEY
ATTORNEY AND COUNSELOR AT LAW
YEON BUILDING
PORTLAND, OREGON

NOTED
H. G. SMITH

4

June 22, 1946.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Re: Contract No. 2792
Waldport Rock,
Production Project.

I received your letter of June 3, 1946, together with a duplicate letter of June 18, 1946, both in regard to the above matter.

I have submitted your letter to Mr. Eldon but he has not advised me as yet what he desires to do.

Yours very truly,

John H. Kelley

JHK:Y

JOHN H. KELLEY.

RECEIVED
JUL 1 1946
OFFICE OF

REFERRED TO
H G Smith
By Chief Engineer

RECEIVED
JUL 2 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
J[illegible] 1 1946
FOR FILING

21-8303

File

JOHN H. KELLEY
Attorney and Counselor at Law

Yeon Building

Portland, Oregon

June 22, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Contract No. 2792
Waldport Rock, Production Project

Dear Sir:

I received your letter of June 3, 1946 together with a duplicate letter of June 18, 1946, both in regard to the above matter.

I have submitted your letter to Mr. Eldon but he has not advised me as yet what he desires to do.

Very truly yours,

JOHN H. KELLEY

JHK:Y

cc by aa

W

RECEIVED
JUN 19 1946
FOR FILING

21-2223

#2792

June 18, 1946

Mr. John H. Kelley
Attorney and Counselor at Law
Yeon Building
Portland 4, Oregon

Dear Sir:

I have carefully read your letter of May 27 and have made an examination of the crushed rock from the Eckman Creek quarry site in our testing laboratory at Salem. The material passes our abrasion test for rock and has been accepted by us as suitable material for our purposes. There is no indication that there is not sufficient rock on the quarry site, and I see no reason to anticipate that there will be anything unusual in the production of rock from this quarry.

There is nothing stereotyped in contractors' setups, and it is anticipated that the contractor will use good judgment in the selection of materials and of the equipment to be employed. The use of rolls for reduction crushers is not a universal practice, and I think that Mr. Eldon's fears are based upon use of rolls rather than any argument against the suitability of the quarry. Other types of crushing equipment will not produce the amount of fines that rolls will produce; however, the selection of the type of equipment to be used is a matter for the contractor to determine. Our interest is largely in the product.

For your information, I wish to clear up some misunderstandings which you seem to have obtained from Mr. Eldon. On May 13, Mr. Eldon phoned me concerning this quarry, but I was personally unfamiliar with the situation and turned the call over to Mr. H. G. Smith, Construction Engineer, who agreed to meet Mr. Eldon at the site immediately. Mr. Smith, Mr. Eason, Mr. Springer and Mr. Walters arrived at the site soon after 11:00 a.m., but Mr. Eldon had not shown up so they examined the rock and were under the impression that Mr. Eldon was dissatisfied with the quarry on account of the blocky nature of the rock, as it was quite apparent from casual examination that it would easily have passed our abrasion test.

While waiting for Mr. Eldon to finish his lunch, Mr. Smith made an examination of two other quarry sites which Mr. Springer had previously reported upon. They were shown to Mr. Eldon merely as a courtesy, since he had mentioned the fact that he might become interested with Mr. Hunter in the development of a commercial quarry. However, Mr. Eldon felt that the development work and length of haul precluded their use. Mr. Eldon then advised that he had no more time that day but wished to look at some prospective sites which Mr. Hunter had under lease. Several days later, at a Commission meeting, Mr. Eldon advised Mr. Smith that he did not consider there was rock on the Hunter property, but he had found a limited amount of rock on state property near the original quarry, having a sample of the rock with him and requesting that it be tested. He stated that the site was rather small and he estimated that it contained not more than 4,000 of 5,000 yards.

After Mr. Smith had determined that the State had title to the property from which the rock was obtained and had samples from this and the state quarry site brought in and again tested by the State Highway Laboratory, he advised Mr. Eldon that there would be no objection to his using this 4,000 or 5,000 yards of rock if he preferred, but that the balance of the rock to make up the contract would have to be obtained from the state-designated quarry.

In my opinion the rock passes State Highway Department specifications and the quantity in the quarry is more than sufficient to produce the amount called for. Therefore, I can see no justification for your statement that a misrepresentation was made in our call for bids, which we emphatically deny, and therefore insist that Mr. Eldon proceed with the contract without further delay.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. H. G. Smith

c

CEIVED
JUN 7 1946
FOR FILING

21-8303

#2792

June 3, 1946

Mr. John H. Kelley
Attorney and Counselor at Law
Yeon Building
Portland 4, Oregon

Dear Sir:

I have carefully read your letter of May 27 and have made an examination of the crushed rock from the Eckman Creek quarry site in our testing laboratory at Salem. The material passes our abrasion test for rock and has been accepted by us as suitable material for our purposes. There is no indication that there is not sufficient rock on the quarry site, and I see no reason to anticipate that there will be anything unusual in the production of rock from this quarry.

There is nothing stereotyped in contractors' setups, and it is anticipated that the contractor will use good judgment in the selection of materials and of the equipment to be employed. The use of rolls for reduction crushers is not a universal practice, and I think that Mr. Eldon's fears are based upon use of rolls rather than any argument against the suitability of the quarry. Other types of crushing equipment will not produce the amount of fines that rolls will produce; however, the selection of the type of equipment to be used is a matter for the contractor to determine. Our interest is largely in the product.

For your information, I wish to clear up some misunderstandings which you seem to have obtained from Mr. Eldon. On May 13, Mr. Eldon phoned me concerning this quarry, but I was personally unfamiliar with the situation and turned the call over to Mr. H. G. Smith, Construction Engineer, who agreed to meet Mr. Eldon at the site immediately. Mr. Smith, Mr. Eason, Mr. Springer and Mr. Walters arrived at the site soon after 11:00 a.m., but Mr. Eldon had not shown up so they examined the rock and were under the impression that Mr. Eldon was dissatisfied with the quarry on account of the blocky nature of the rock, as it was quite apparent from casual examination that it would easily have passed our abrasion test.

While waiting for Mr. Eldon to finish his lunch, Mr. Smith made an examination of two other quarry sites which Mr. Springer had previously reported upon. They were shown to Mr. Eldon merely as a courtesy, since he had mentioned the fact that he might become interested with Mr. Hunter in the development of a commercial quarry. However, Mr. Eldon felt that the development work and length of haul precluded their use. Mr. Eldon then advised that he had no more time that day but wished to look at some prospective sites which Mr. Hunter had under lease. Several days later, at a Commission meeting, Mr. Eldon advised Mr. Smith that he did not consider there was rock on the Hunter property, but he had found a limited amount of rock on state property near the original quarry, having a sample of the rock with him and requesting that it be tested. He stated that the site was rather small and he estimated that it contained not more than 4,000 or 5,000 yards.

After Mr. Smith had determined that the State had title to the property from which the rock was obtained and had samples from this and the state quarry site brought in and again tested by the State Highway Laboratory, he advised Mr. Eldon that there would be no objection to his using this 4,000 or 5,000 yards of rock if he preferred, but that the balance of the rock to make up the contract would have to be obtained from the state-designated quarry.

In my opinion the rock passes State Highway Department specifications and the quantity in the quarry is more than sufficient to produce the amount called for. Therefore, I can see no justification for your statement that a misrepresentation was made in our call for bids, which we emphatically deny, and therefore insist that Mr. Eldon proceed with the contract without further delay.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. H. G. Smith

JOHN H. KELLEY
ATTORNEY AND COUNSELOR AT LAW
YEON BUILDING
PORTLAND, OREGON

4
May 27, 1946.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: Contract No. 2792
Waldport Rock
[illegible]uction Project.

Supplementing my letter to you of May 22, 1946, I submit the following:

Under date of April 4, 1946, there was submitted to you a proposal for the performance of the above contract by C. J. Eldon. The contract was thereafter awarded to him.

The contract provides for the production of stockpiling of 10,000 cubic yards of oil maintenance rock and, under the "Special Provisions" in your call for bids, the following paragraph appears;

> "Kind, Quality and Sources of Materials:
>
> The crushed materials to be furnished under this contract shall be clean crushed rock manufactured from the cleanest, hardest, most durable and otherwise most suitable rock obtainable from the quarry site located on Eckman Creek in Section 33, Township 13 South, Range 11 West, W. M., said site being 1.50 miles south (along an existing haul road) of the Alsea Highway at Mile Point 2.70."

Accompanying the specifications was a map showing the location of the quarry site. An examination of the quarry site showed an exposed surface of good basaltic rock. A test hole of about one foot deep at the foot of the exposed face indicated good rock. No other tests or test holes were apparent.

From such examination as Mr. Eldon was able to make within the limited time allowed for bidding, it appeared that the above mentioned site was a suitable site for the production of 10,000 cubic yards of oil maintenance rock with the usual method of producing such material.

Immediately after the contract was awarded to Mr. Eldon equipment, materials and men were placed on the job, the site was cleared, holes were drilled, and the "toe" shot to get a "face" preparatory to quarrying operations. The second round of facing shots disclosed that the basaltic formation that was exposed on the surface was a mere cap of only a few feet in thickness overlaying an entirely different formation. The under formation was of a soft blue material which breaks out in large blocks.

Four separate tests were made and when rock was passed through crushing rollers an average of 75% of the total volume was reduced to particles passing through a 1/4" square opening screen.

Under date of May 10, 1946, Mr. Eldon wrote to Mr. Baldock, State Engineer, advising him that the quarry site had been opened sufficiently to determine the quality of the stone and the feasibility of continuing with the project at that site. The letter from Mr. Eldon to Mr. Baldock is as follows:

> "T. H. Baldock,
> State Highway Engineer,
> Salem, Oregon.
>
> Reference: Contract No. 2792
> Waldport Rock
> Production Project.
>
> Dear Sir:
>
> Referring to the above captioned subject the face of the quarry site has been opened sufficiently to determine the quality of the stone.
>
> The cropping of rock that was exposed proved to be a cap overlaying and entirely different formation. The stone that is in sight - we have quite some face exposed - breaks in huge blocks. It is more or less inconsistent as to hardness and quality. Such as it is there may be sufficient quantity, though that is somewhat problematical.
>
> We would like to have your department make a thorough examination to determine the quality and the feasibility of continuing with the project at the present site.
>
> If you will set a date certain I will be glad to meet with you on the job.
>
> Very truly yours,
> /s/ C. J. Eldon
>
> CC to Mr. Walters
> Resident State Highway Engineer
> Newport, Oregon."

On May 13, 1946, Mr. Eldon met Mr. Smith, Mr. Eason, Mr. Springer and Mr. Walters at the site. My understanding is that all the gentlemen looked around the quarry, took some fragments with a small hammer, then went to other out-croppings of rock some two miles away and along the side of an old road. At this time it was discussed the possibility of obtaining rock at other sites.

Mr. Eldon had his employees inspect this other site and found that it was on top of a hill and the cost of constructing a hauling road from this site would be prohibitive. Another rim of rock considerably closer to the Alsea Highway was found and Mr. Walters, the resident engineer, stated that it was on State property; samples of this rock were shown to Mr. H. G. Smith. This rock was good and suitable but probably not of a quantity called for under the contract. Mr. Eldon offered to open up this site for actual cost plus 15% and, if sufficient rock were available, would take it from that source.

Mr. Eldon was later informed that the rock from the site advertised in your call for bids made the tests and that he would have to secure all the rock from that site, notwithstanding the site was not suitable.

Up to the present time Mr. Eldon has expended approximately $6,000.00 in development work.

It appears to me from the paragraph of the call for bids quoted above, that you represented that the site for obtaining the rock was suitable; that there was in the site sufficient rock of the kind and quality demanded to produce 10,000 cubic yards of rock with the usual method of producing such material.

I am informed that it is usual to crush some 7500 cubic yards of rock to obtain 10,000 cubic yards of the suitable oil maintenance rock, but that from the site mentioned above, and in your call for bids, it will be necessary to crush some 15,000 cubic yards of rock to obtain 10,000 cubic yards of oil maintenance rock pursuant to the terms of the contract. That you knew, or should have known had proper tests been made, that the site was not suitable and would not produce 10,000 cubic yards of suitable oil maintenance rock according to the usual method of production.

Mr. Eldon is emphatic that the quarry site has not developed and cannot be developed into a suitable quarry from which to obtain the rock and, furthermore, that the quantity required is not available there.

I suggest to you in all earnestness that Mr. Eldon be allowed to relinquish the contract and that you re-imburse him of his present outlay or, if you will provide a suitable quarry site so that Mr. Eldon can produce or manufacture 10,000 cubic yards of rock as called for by the contract by the usual method of production and with the usual amount of reject material, I am sure he will be glad to do so, but he should be re-imbursed for such sums as he has expended in opening up the quarry described in your call for bids and hereinabove described.

In the event that you do not agree with the suggestions I have made, you will be held liable and responsible for any loss sustained by Mr. Eldon in the fulfillment of the terms of the contract on account of the representations made in your call for bids.

Yours very truly,

JOHN H. KELLEY

JHK:Y
Registered.

RECEIVED
MAY 29 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 2[illegible]
FOR FILING

21-8303

April 23, 1946

General Casualty Company,
Mansfield & Co., Agents
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2792 which was awarded to C. J. Eldon by the State Highway Commission on April 4, 1946, covering Waldport Rock Production Project on the Oregon Coast and Alsea Highway.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent by Express 4-23-46

Recorded

RECEIVED
[illegible]
FOR FILING

21-8303

April 22, 1946

Mr. C. J. Eldon
3101 N. Columbia Blvd.
P. O. Box 5686
Portland 3, Oregon

Dear Sir:

We are sending you today, by express, a fully executed copy of contract No. 2792 which was awarded to you on April 4, 1946, by the State Highway Commission, covering the Waldport Rock Production Project on the Oregon Coast and Alsea Highway. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent by Express 4-22-46
Recorded

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSM
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

21-8303

RECEIVED
APR 13 1946
FOR FILING

April 12, 1946

8279

State Industrial Accident Commission

Building

Gentlemen:

We have your letter of the 11th regarding C. J. Eldon, the Adler Construction Company, and Curtis Gravel Company, who were successful bidders on three projects recently awarded by the State Highway Commission.

We note that C. J. Eldon is in good standing with your Commission, but that Adler Construction Company has rejected the Workmen's Compensation Act, and Curtis Gravel Company has never been registered with you.

We will call this matter to the attention of Adler Construction Company and Curtis Gravel Company and request that they shall carry on their work in accordance with the terms of the Workmen's Compensation Act as is required in the general provisions of the contract which they signed.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

BM:gn

RECEIVED
APR 9 1946
FOR FILING

21-8303

April 8, 1946

Mr. C. J. Eldon, Contractor
3101 N. Columbia Boulevard
Portland 3, Oregon

Dear Mr. Eldon:

We are sending you today by express four copies of Contract No. 2792, which was awarded to you by the State Highway Commission on April 4, 1946, covering the Waldport Rock Production Project on the Oregon Coast and Alsea Highways, in Lincoln County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

eo

sent by Ry. Ex. 4-8-46
eo

RECEIVED
APR 8 1946
FOR FILING

21-8303

April 6, 1946

Mr. C. J. Eldon
Contractor
3101 N. Columbia Boulevard
Portland 3, Oregon

Dear Mr. Eldon:

The State Highway Commission on April 4, 1946, awarded you the contract for the Waldport Rock Production Project on the Oregon Coast and Alsea Highways, in Lincoln County. The award was based on your bid of $34,220, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. H. Probert
Mr. G S. Paxson

S-78(1) Mill Cr. Forks-The Dalles 1946
Sec., Mill Cr. Co. Rd.
#2793

RECEIVED
JUL 29 1947
FOR FILING

S-78-1
#3773

July 23, 1947

Honorable County Court of Wasco County
The Dalles, Oregon

Gentlemen:

This is to advise that the Mill Creek Road, Federal Aid Secondary Highway No. 309, on which a contract was awarded in the spring of 1946, was completed satisfactorily by the contractor on November 29, 1946. The length of the project, extending from the City of The Dalles southeasterly, is 6.91 miles.

In accordance with an agreement executed by the Wasco County Court on the 28th day of March, 1946, and by the Highway Commission on the 5th day of April, 1946, the maintenance of this section of road is an obligation of the county, and the maintenance of the project is under the jurisdiction of the County Court of Wasco County as of the date November 29, 1946.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Oscar Cutler

Files

RECEIVED
MAR 24 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 19, 1947

S-78 (1)

SUBJECT: Request for release of warrants on final estimates.

To:
Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	3493	2793	9-Final	Curtis Gravel Co.	4,499.09	305319	ok
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

Your notice of acceptance is on file with us for this contract.

asw

ACCOUNTING DIVISION

By ____________
Bookkeeping Dept.

Approved ____________
Secretary

[illegible] ON CARD
3/19/47

RECEIVED
MAR 20 1947
FOR FILING

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1207

A. N. WILLIAMS
PRESIDENT

CHECK	$
ACCOUNTING INFORMATION	$
TIME FILED	F

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

MARCH 19 19 47

To CURTIS GRAVEL COMPANY

Care of or Apt. No.

Street and No. COLLECT

Place SPOKANE, WASHINGTON

WARRANT BEING MAILED TODAY FINAL PAYMENT CONTRACT 2793 WASCO COUNTY.

R. H. BALDOCK

Sender's name and address
(For reference only)

Sender's telephone number

RECEIVED
MAR 17 1947
FOR FILING

5-78 (1)

March 15, 1947

Indexed
Alphabetically

Gilday, Arthur L.

Mr. Arthur L. Gilday
220 North Canon Drive
Beverly Hills, California

Dear Sir:

Your letter of the 5th directed to the State Treasure Department has been referred to this office for reply.

From the information you have given we are unable to determine the exact conditions under which you worked for Curtiss Construction Co. but turned your time records to our engineer. Our pay roll records for the past several years do not indicate that you have been in our employ during that period.

While we cannot be certain from your letter it is possible that you were employed by Curtis Gravel Company, Box 106, Spokane, Washington, who held Contract No. 2793 for grading and oiling of the Mill Creek Forks-The Dalles Section of Mill Creek County Road in Wasco County. If such is the case and you have a legitimate claim against this company you may protect that claim by complying with the procedure outlined in Articles 1 and 2 of Chapter 44 of the Oregon laws, a mimeographed copy of which is enclosed. The bonding company in this instance is United States Fidelity and Guaranty Company for which Elwyn A. Wride, 1112 Bedell Building, Portland 4, Oregon, is the agent. This particular contract was completed on November 29, 1946, and was accepted by the State Highway Commission on December 30, 1946, and your claim must be filed with the Secretary of State within the six month period following this latter date.

The above is the best information we can furnish at this time but if you wish to investigate it further it will be necessary that you provide us with additional information as to names, places and dates involved as well as the exact nature of your claim.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

Secretary

RB:dr
Enc.

RECEIVED
MAR 21 1947
FOR FILING

F11-78-1

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 10, 1947

SUBJECT:

Mill Creek Fork - The Dalles
FAS 78 (1)

To:

Mr. James McFarland,
Office.

Dear Mr. McFarland:

I have prepared an assignment at the request of Mr. Probert's office to be used in connection with some transaction that the Highway Commission has had with the Wasco County Court. This has been prepared in harmony with facts given me, and I suggest that it be examined to determine whether or not it covers the situation. If it does and the County still wants to pay this debt out of moneys to its credit in the State Treasury then this should be sent to the County to be executed in quadruplicate. The original should be attached to a copy of the contract and filed with the Secretary of State. One executed copy should be held by the County and the other copies may rest somewhere in the Highway Department.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

cc Mr. Parsons

RECEIVED
FEB 28 1947
FOR FILING

S-78(1)

February 28, 1947

United States Fidelity and Guaranty Co.
Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2793 for work on the Mill Creek Forks-The Dalles Section of the Mill Creek County Road, in Wasco County, has been com- by the contractor, Curtis Gravel Company, and that final payment in the amount of $4,499.09 will be made on or after March 10, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $149,679.39 of which amount $686.83 represents the amount of force account items. This contract was completed on November 30 and accepted by the Commission on December 30, 1946.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

2-28-47 gl

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM ☒	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1207

A. N. WILLIAMS
PRESIDENT

RECEIVED
FEB 21 1947
FOR FILING

CHECK	
ACCOUNTING INFORMATION	
TIME FILED	

$
S
F

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

FEBRUARY 20 1947

To CURTIS GRAVEL COMPANY

Care of or Apt. No.

Street and No.

Place SPOKANE, WASHINGTON

WARRANT IN PAYMENT ESTIMATE NUMBER EIGHT WILL BE MAILED TOMORROW.

R. H. BALDOCK

Oregon State Highway Department, Salem, Oregon

Sender's name and address
(For reference only)

4171

Sender's telephone number

January 11, 1947

Curtis Gravel Company
Box 106
Spokane, Washington

Gentlemen:

In reply to your inquiry, we are informed by Resident Engineer Peck that final estimate and supporting records for the Mill Creek Forks-The Dalles Project, Contract No. 2793, will be ready for submission to Salem about January 20. When received in Salem, a semi-final voucher releasing all but three per cent of the total cost will be issued for payment in the same manner as monthly estimates. A detailed check of the field notes, records and calculations will then be made in the Salem office, following which the final estimate and final pay voucher will be prepared, submitted to you for acceptance and, when accepted, paid.

Processing to the final voucher stage in Salem will require from two to four weeks. The final voucher should therefore reach you about February 10 to 15. Warrant in final payment should reach you about three weeks after the voucher, properly executed, is returned to us.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:SM

~~FORM E-128~~ 10M REVISED 12-46

RECEIVED
FEB 17 1947
FOR FILING

Files

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 11, 1947

S-[illegible] (1)

Perkins Oil Company
Box 834
Vancouver, Washington

Gentlemen:

On October 5, 1946, you advised by telephone that you had a claim against Curtis Gravel Company in connection with Contract No. 2793 covering regrading and oiling of the Mill Creek Forks-The Dalles Section of Mill Creek County Road in Wasco County.

We have now received information that this claim has been settled satisfactorily, but, inasmuch as we are about to make a semi-final payment on this contract, we wish to have a definite statement from you in this regard. Will you kindly advise.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RE:dr

Our interest on the above account fully satisfactory.

S E Armstrong
Bkkp

NOTED
RALPH EGGSTAFF

REFERRED TO
SECRETARY

noted on card

NOTED ON CARD
2-15-47. JK

RECEIVED
FEB 15 1947
OREGON
STATE HIGHWAY COMMISSION

VED
FEB 13 1947
FOR FILING

S-78(1)

February 11, 1947

Perkins Oil Company
Box 834
Vancouver, Washington

Gentlemen:

On October 5, 1946, you advised by telephone that you had a claim against Curtis Gravel Company in connection with Contract No. 2793 covering regrading and oiling of the Mill Creek Forks-The Dalles Section of Mill Creek County Road in Wasco County.

We have now received information that this claim has been settled satisfactorily, but, inasmuch as we are about to make a semi-final payment on this contract, we wish to have a definite statement from you in this regard. Will you kindly advise.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RE:dr

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 CASCADE BUILDING
520 S. W. SIXTH AVENUE, PORTLAND 4, OREGON
TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
MANAGER

February 7, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

This will acknowledge receipt of your letter of February 5th advising your intention to make the semi-final payment to the Curtis Gravel Company on Contract 2793 covering Mill Creek Forks-The Dalles Section of the Mill Creek County Road in Wasco County, on or after February 15th next.

Acknowledging the fact that you have been advised of a claim against this project by the Perkins Oil Company, we have ascertained definite information that this claim has been taken care of satisfactorily and so we have no objection to the aforementioned payment being made to the Curtis Gravel Company.

Very truly yours,

W. TALBOT SINCLAIR, MANAGER

Elwyn A Wride

By
Elwyn A. Wride, Supt.,
Fidelity and Surety Depts.

EAW:l

REFERRED TO
BY SECRETARY

RECEIVED
FEB 10 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 7 1947
FOR FILING

S-78(1)

February 6, 1947

Atlas Powder Company
Explosives Department
833 Pacific Building
Portland 4, Oregon

Attention: Mr. D. C. Toye

Gentlemen:

We have your letter of the 3rd advising us that all matters in connection with an outstanding bill of Mid-Columbia Supply & Equipment, The Dalles, against Curtis Gravel Company in connection with our Contract No. 2791 have been taken care of satisfactorily.

Your interest in advising us regarding this matter is appreciated and we will clear our records of any blemish against Curtis Gravel Company in this regard.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RB:dr

CHEMICALS ATLAS EXPLOSIVES

ATLAS POWDER COMPANY

EXPLOSIVES DEPARTMENT

833 PACIFIC BUILDING
PORTLAND 4, OREGON

February 3, 1947

REFERRED TO [illegible]
BY SECRETARY

tell them it is OK - thanks
correct the contract
card accordingly
HHS

Mr. H. B. Glaisyer, Sec.
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We wish to apologize for a letter written by one of our dealers, Mid-Columbia Supply & Equipment, The Dalles, relative to an outstanding bill of $48.49 due them from the Curtiss Gravel Co., Spokane.

The dispute over this bill arose entirely out of a misunderstanding. Our Portland distributor was also involved, and, in fact, had decided that this bill was entirely their own obligation. This decisioh, however, was not made known to The Dalles party in time to prevent their writing the letter.

Knowing that the Curtiss Gravel Co. wishes to attain a high standard of respect in bidding for Oregon State Highway Commission contracts, we sincerely regret this unfortunate occurence.

Yours very truly,

ATLAS POWDER COMPANY

D. C. Toye

D. C. Toye
Atlas Representative

RECEIVED
FEB 4 1947
OREGON
STATE HIGHWAY COMMISSION

DCT:T

cc: Ore-Washington [illegible] Co.

RECEIVED
FEB 7 1947
FOR FILING

File

S-7x(1)

February 5, 1947

United States Fidelity and Guaranty Co.
Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Curtis Gravel Company, on contract No. 2793, covering Mill Creek Forks-The Dalles Section of the Mill Creek County Road in Wasco County. This payment, in the amount of $11,489.55, will be made on or after February 15,1947. The retained percentage is $4,490.11.

We have been advised of a claim against this project by the Perkins Oil Company of which you were notified on October 7, 1946.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Recorded

#2793

Mid-Columbia Supply & Equipment . . . . . . WM. N. DIELSCHNEIDER

FARM MACHINERY, IMPLEMENTS - ALLIS CHALMERS SALES & SERVICE - TRACTORS, INDUSTRIAL EQUIPMENT

EAST COLUMBIA RIVER HIGHWAY
THE DALLES, ORE. . . . DIAL 3323

S-78(1

RECEIVED
MAR 3 1947
FOR FILING

January 30, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Dear Sir:

We are writing to you, as a last resort, in an attempt to secure information as to the best way to go about the collection of a past due account owed us by the Curtiss Gravel Co. P.O Box 106, Spokane, Washington, amounting to $48.49.

This account represents the balance due us on purchases of powder by Curtiss. Most of their purchases were paid for by securing from them a quantity of crushed rock, and our requests for payment of the balance have been ignored to the point where we are forced to collect in more drastic fashion.

It is our understanding that local suppliers are protected in such cases through a bond furnished by the contractor, on jobs for the State Department, and we are wondering if you consider it advisable to appeal to the Surity Company for settlement of this claim.

Any information or advice you can give us will be greatly appreciated. Thank you.

Very Truly Yours,
MID-COLUMBIA SUPPLY & EQUIPMENT CO.

C. E. Littleton

C. E. Littleton

Haven't we taken care of this?

3/3/47
Yes - Atlas Powder Co apologized for this letter and said all was OK - R.

CEL/lli

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FEB 1 1947
OREGON
STATE HIGHWAY COMMISSION

SAND & GRAVEL ▲ CRUSHED ROCK ▲ EQUIPMENT RENTAL

Form E-1—5M—7-46

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 25, 1947

Section Mill Creek Forks-The Dalles
Kind of work Gr, Surf and Oiling
Highway Mill Creek County Road
Section prefix 233-1014
Contractor Curtis Gravel Company
Contract number 2793
Date of contract Apr 5, 1946
Date of completion Nov 30, 1946
Date work started Apr 15, 1946
Estimated date of completion Nov 29, 1946
Amount of contract . . . . $ 156,123.00
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering . . . . $ 149,671.29
Per cent of contract completed, based on total contract price . . . . 100 %
Engineering cost to date, $ 9568.96, %
Date project was completed Nov 29, 1946

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final Estimate completed and shipped to Mr. W. E. Chandler, Division Engineer, Bend Oregon on Wednesday, January 22, 1947. This will be the final report on this section unless data is returned to be checked.

NOTED
RAY WEBBER

RECEIVED
1947

Signed
Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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S-78 (1)

January 15, 1947

Refers Contract
2793

Mr. J. Tracy Barton, Attorney at Law
509 and 510 U.S. National Bank Bldg.
The Dalles, Oregon

Dear Sir:

We have your letter of the 13th requesting information regarding one C. R. Kendall, also known as Bill or William Kendall, who formerly had a contract for hauling gravel in connection with Curtis Gravel Company contract near The Dalles.

Our records do not reveal any evidence of this man under either of the names given, however, a check with the Public Utilities Commissioner indicates that his P.U.C. plates became void on September 1, 1946, and his address at that time was 1545 West Fifth Street in Bend. A further check at the office of the Secretary of State reveals that on October 2, 1946, C. R. Kendall registered a 1941 Ford truck and gave his address at that time as being Elmira, Oregon. Another earlier address at that office was given as Post Office Box 725, The Dalles.

We found no record of William Kendall except for a Colonel William Kendall who lives in Portland and we believe this man not to be the one in question.

The above is the best information we have been able to obtain.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

Secretary

RE:dr

509 AND 510
U. S. NATIONAL BANK BLDG.

TELEPHONE 3400

J. TRACY BARTON
ATTORNEY-AT-LAW
THE DALLES, OREGON

January 13, 1947

State Highway Department
Salem, Oregon

Gentlemen:

I am endeavoring to collect an account against one C. R. Kendall, also known as Bill or William Kendall. This is in favor of the Commercial Finance Company of Klamath Falls in the amount of $345.00, and various other accounts.

Kendall while here had a gravel delivery contract with the Curtis Gravel Company for rocking the Mill Creek Road. I adjusted some accounts of his at that time but he has since left.

I would appreciate it very much if you could give me some information as to Kendall's present employment and the names of the parties with whom he has subcontracts., if any.

The Curtis Gravel Company wrote that he was going to Bend and he was thought to have a contract somewhere in the Willamette Valley or in the country south of Eugene. Thanking you for any information in this regard, I am

Sincerely,

J. Tracy Barton

J. TRACY BARTON

JTB:pm

1-15 Secy of State has P.O. Box 725 The Dalles
and Register of 41 Ford Truck
10-2-46 at Elmira Ore.
R

PUC Plates cancel 9-1-46.
Address then
1545 W. 5 St. Bend
1-15
R

REFERRED TO
Eggert
BY SECRETARY

see if you can get any dope on Kendall — prepare reply
WHS

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JAN 14 1947
[illegible]
STATE [illegible] COMMISSION

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JAN 9 1947
FOR FILING

S-78(1)

January 8, 1947

State Industrial Accident Commission
Salem, Oregon

Attention L. R. White

Dear Sir:

Thank you for your letter of the sixth advising us that Curtis Gravel Company had made their remittance to you for the period from April 15, 1946 to and including November 30, 1946 in connection with our contract No. 2793 for the Mill Creek Forks—The Dalles situated in Wasco County.

Our records indicate that this contract was completed November 29, 1946, and was accepted by the State Highway Commission on December 30, 1946.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

Secretary

RE:rv

STATE OF OREGON
INDUSTRIAL ACCIDENT COMMISSION
1859
SALEM, OREGON

PAUL E. GURSKE
T. MORRIS DUNNE
L. O. ARENS
COMMISSIONERS

FIRM DIVISION
L. R. WHITE
ASSISTANT COMMISSIONER

January 6, 1947

IN REPLY REFER TO
HHB:9300

2793

Oregon State Highway Commission
Building

Gentlemen:

RE: 128147 - Curtis Gravel Company
P. O. Box 106
Spokane, Washington

We have a letter from the above firm under date of December 30 stating that their contract number 2793 with you for work at The Dalles, Oregon was completed by November 30, 1946.

This is to inform you that they have made reports and remittances to this department covering from April 15, 1946, to and including November 30, 1946.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

L. R. White
L. R. White
Assistant Commissioner

W:ACF

CC: Curtis Gravel Company
P. O. Box 106
Spokane, Washington

REFERRED TO
Eggstaff
BY SECRETARY

what are dates of completion and acceptance?

Completed 11-29-46
Accepted 12-30-46

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JAN 7 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 8 1947
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~[illegible]~~
Division 8

MONTANA
OREGON
~~WASHINGTON~~

POST OFFICE BUILDING
PORTLAND, OREGON

S-78(1)

January 3, 1947.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Project No. S-78(1), Mill Creek County Road, Wasco County, The Dalles-Mill Creek Forks Section __________________, was made by a representative of this office on December 6, 1946.

Prompt submission of the final voucher will be appreciated.

Very truly yours,
T. M. Davis
District Engineer

~~By~~

~~[illegible]~~
~~Sr. Highway Engineer~~

Jon

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JAN 6 1947
OREGON
STATE HIGHWAY COMMISSION

Jm

MONTANA
~~OREGON~~
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
XXXXXXXXXXXX
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

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S-78(1)

November 21, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement and certificate for Oregon Federal Aid Secondary Project No. 78(1), Mill Creek Forks-The Dallas Section of the Mill Creek County Road.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

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NOV 23 1946
OREGON
STATE HIGHWAY COMMISSION

Gron

Form P. R. 2

State Oregon WA8pr 7+33

Federal Aid Secondary Project No. S-[illegible](1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1946

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of March, 1946, a project statement, which was approved on the 19th day of March, 1946, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 19th day of March 1946; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Seventy one thousand one hundred and 00/100.

dollars ($71,100.00) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State ....Chap. 175, laws 1917; Chap 31, laws [illegible]; Chap [illegible], laws [illegible]

(State date and chapter of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey stations [illegible] in the [illegible] 1/4, Section [illegible], T-1-S, R-[illegible], W.M. and survey station [illegible] in the [illegible] 1/4, Section [illegible], T-1-S, R-[illegible], W.M., without exception.

, length [illegible] miles, in [illegible] County,

being [illegible] Federal Aid Secondary project No. [illegible], consisting of

[illegible] miles of roadway and [illegible] bridges of more than 20 feet clear span,

[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [illegible] [illegible] said project shall not in any event exceed the sum of Seventy one thousand one hundred and 00/100 dollars ($71,100.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of One hundred twenty-two thousand five hundred thirty-seven and 80/100 dollars ($122,537.80), the approved total estimated cost of [illegible] [illegible] said project.

PAYMENTS

ARTICLE V. (As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives.

16—11379-1

(b) Wherever in the printed language of this agreement the terms "Federal Works Administrator" and "Administrator" appear, they shall be construed to have the same meaning and effect as the terms "Commissioner of Public Roads, Public Roads Administration, Federal Works Agency" and "Commissioner", respectively, to conform to the provisions of the Federal-Aid Highway Act of 1944 and the regulations issued pursuant thereto.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the 20th day of November, 1946

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp.
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Secretary
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

~~COMMISSIONER OF PUBLIC ROADS~~

By W H Lynch
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency a~~s~~ Federal Aid Secondary Project No. S-78(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $122,537.80 as the total estimated cost of said project, and the sum of $71,100.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of ~~Washington~~ Portland, Oregon this 20th day of November one thousand nine hundred and forty-six

~~FEDERAL WORKS ADMINISTRATOR,~~
COMMISSIONER OF PUBLIC ROADS

By

~~Acting Commissioner of Public Roads~~
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

J.M.

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~[illegible]~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

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OCT 25 1946
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S-78(1)

October 21, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon project S-78(1), Mill Creek Forks-The Dalles Section of the Mill Creek County Road.

Very truly yours,

T. M. DAVIS
District Engineer

H A Stoddart
By H. A. STODDART
Senior Highway Engineer

Encl:

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OCT 22 1946
OREGON
STATE HIGHWAY COMMISSION

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POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~[illegible]~~
Division 8

S-78(1)

October 17,1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

REFERRED TO
Mr. Probert
By State Highway Engineer

Oregon S-78(1).
Mill Creek Forks-The Dalles Sec.,
of the Mill Creek County Road.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature. Please return both copies. After Public Roads execution one will be returned for your files with copy of pertinent Treasury Certificate.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encls.

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OCT 1[illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

Fm
J. C
10/27/46

RECEIVED
OCT 8 1946
FOR FILING

S-28-1

October 7, 1946

Perkins Oil Company
Box 834
Vancouver, Washington

Gentlemen:

We have been advised by Mr. S. H. Probert, Office Engineer, that you advised him by telephone of a claim which you have against Curtis Gravel Company, Spokane, Washington, in connection with our contract No. 2793 for "Regrading and Oil Mat Surfacing of the Mill Creek Forks-The Dalles Section of Mill Creek County Road in Wasco County."

Work on this contract was started April 15, 1946, and the estimated date of completion is November 30, 1946. Total payments made to the contractor, including a warrant mailed on September 10, amount to $64,521.00 and the balance due him, aside from a retained percentage of $10,573.87, is $30,643.83, which amount will be paid to the contractor within the next few days, depending upon the time required for the routine signing of vouchers and preparation of the warrant.

Total amount of the contract is $156,123.00 and the surety is U.S. Fidelity and Guaranty Company for whom Elwyn A. Wride, 1112 Bedell Building, Portland 14, Oregon, is the local agent.

In connection with all state highway contracts the successful bidder is required to furnish to the State a surety bond for protection of claimants and to guarantee the satisfactory completion of the contract. In order to hold the bonding company responsible and liable for payment of a claim, however, the claimant must file a notice with the Secretary of State prior to the expiration of a period of six months from the date of completion and formal acceptance of the contract by the State Highway Commission. If the notice is not filed with the Secretary of State within such period of time the bonding company is relieved of its liability and the claimant must then look to the contractor alone for satisfaction of his claim. A mimeographed copy of the law which governs this matter is enclosed for your information.

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S-78 (1)

September 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Mill Creek Forks-The Dalles Section, Project No. S-78 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS
Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-78 (1)

MILL CREEK FORKS-THE DALLES SECTION

OF THE MILL CREEK COUNTY ROAD IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 14, 1946

Construction

All Required		Clearing and Grubbing		$ 1,000.00
200	cu. yds.	Structural Excavation, Unclassified	$ 2.00	400.00
70	cu. yds.	Trench Excavation, Unclassified	2.00	140.00
26,400	cu. yds.	General Excavation, Unclassified	0.60	15,840.00
42,700	yd. sta.	Short Overhaul	0.02	854.00
490	C-yd. sta.	Long Overhaul	0.50	245.00
5,800	lin. ft.	Rounding Cutbanks	0.15	870.00
4.08	miles	Finishing Roadbed and Slopes	300.00	1,224.00
700	lin. ft.	12" Corr. Metal Pipe	2.00	1,400.00
120	lin. ft.	18" Corr. Metal Pipe	3.00	360.00
24	lin. ft.	24" Corr. Metal Pipe	4.00	96.00
45	lin. ft.	12" Concrete Pipe	2.00	90.00
160	lin. ft.	18" Concrete Pipe	3.00	480.00
45	lin. ft.	36" Concrete Pipe	7.00	315.00
50	lin. ft.	18" Corr. Metal Siphon Pipe	4.00	200.00
6	cu. yds.	Concrete End Basins	50.00	300.00
120	lin. ft.	Salvaging Culvert Pipe	1.00	120.00
4	cu. yds.	Concrete Steps	50.00	200.00
9,700	cu. yds.	4½" - 2" Rock in Base	2.50	24,250.00
5,300	cu. yds.	3/4" - 0" Rock in Base	2.50	13,250.00
6,200	cu. yds.	3/4" - 0" Rock in Leveling Course and Shoulders	2.50	15,500.00
600	M-gals.	Sprinkling	2.00	1,200.00
6.91	miles	Preparation of Base	200.00	1,382.00
770	cu. yds.	3/4" - 0" Rock in Binder Course	3.00	2,310.00
4,500	cu. yds.	Furnishing and Placing Aggregates	3.00	13,500.00
300	tons	Furnishing and Placing 151-200 Asphalt	32.00	9,600.00
110	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	32.00	3,520.00
86	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	32.00	2,752.00
			Subtotal	$111,398.00
			10% Engr. & Cont.	11,139.80
			Total	$122,537.80

Length of Roadway	6.890 miles
Length of Bridges	.020 mile
Total Length	6.910 miles
Cost per mile	$17,733.55

Note: Oiling is to be constructed across bridges.

Federal Aid Funds- -	$ 71,100.00
State Funds- -	51,437.50
	$122,537.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

NTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

RECEIVED
MAR 19 1946
OREGON
STATE HIGHWAY COMMISSION

March 18, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-78(1), Mill Creek Forks - The Dalles Section of the Mill Creek County Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

March 9, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Mill Creek Forks-The Dalles Section, Project No. S-78 (1).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

The landscaping on this project will be limited to the rounding of cutbanks.

The volume of traffic served by this road does not, in our opinion, warrant an expenditure for beautification. Rainfall in the area is comparatively light and the nature of the soil is such that erosion difficulties, which might be overcome by seeding, are not anticipated.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-78 (1)

MILL CREEK FORKS-THE DALLES SECTION
OF THE MILL CREEK COUNTY ROAD IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 9, 1946

All Required		Lands, Rights of Way, Easements, Etc.		$ 3,000.00

Construction

All Required		Clearing and Grubbing		$ 2,000.00
200	cu. yds.	Structural Excavation, Unclassified	$ 2.00	400.00
70	cu. yds.	Trench Excavation, Unclassified	3.00	210.00
26,400	cu. yds.	General Excavation, Unclassified	.70	18,480.00
42,700	yd. stas.	Short Overhaul	.02	854.00
490	C-yd. stas.	Long Overhaul	.50	245.00
5,800	lin. ft.	Rounding Cutbanks	.10	580.00
4.08	miles	Finishing Roadbed and Slopes	350.00	1,428.00
700	lin. ft.	12" Corr. Metal Pipe	2.00	1,400.00
120	lin. ft.	18" Corr. Metal Pipe	3.00	360.00
24	lin. ft.	24" Corr. Metal Pipe	4.00	96.00
45	lin. ft.	12" Concrete Pipe	2.00	90.00
160	lin. ft.	18" Concrete Pipe	3.00	480.00
45	lin. ft.	36" Concrete Pipe	7.00	315.00
50	lin. ft.	18" Corr. Metal Siphon Pipe	3.50	175.00
6	cu. yds.	Concrete End Basins	45.00	270.00
120	lin. ft.	Salvaging Culvert Pipe	1.00	120.00
4	cu. yds.	Concrete Steps	45.00	180.00
9,700	cu. yds.	4½" - 2" Rock in Base	2.75	26,675.00
5,300	cu. yds.	3/4" - 0" Rock in Base	2.75	14,575.00
6,200	cu. yds.	3/4" - 0" Rock in Leveling Course and Shoulders	2.75	17,050.00
600	M-gals.	Sprinkling	2.50	1,500.00
6.91	miles	Preparation of Base	200.00	1,382.00
770	cu. yds.	3/4" - 0" Rock in Binder Course	3.75	2,887.50
4,500	cu. yds.	Furnishing and Placing Aggregates	3.75	16,875.00
300	tons	Furnishing and Placing 151-200 Asphalt	32.00	9,600.00
110	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	32.00	3,520.00

86 tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	$ 32.00	$ 2,752.00
		Subtotal	$124,499.50
		10% Engr. & Cont.	12,449.95
		Total	$136,949.45

Length of Roadway	6.890 miles
Length of Bridges	.020 mile
Total Length	6.910 miles
Cost per mile	$19,819.02

Note: Oiling is to be constructed across bridges.

SUMMARY OF FUNDS

Item	Total Cost	Federal Secondary Funds	State Funds
Lands, Rights of Way, Etc.	$ 3,000.00	$ 1,400.00	$ 1,600.00
Roadway	136,949.45	72,600.00	64,349.45
	$139,949.45	$74,000.00	$65,949.45

MILL CREEK FORKS-THE DALLES SECTION

PROJECT NO. S-78 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 9, 1946

RECEIVED
SEP 1 6 1946
FOR FILING

S-78-1

September 13, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work covering the relaying of 70 feet of 1-inch irrigation pipe and the furnishing and placing of 60 feet of 4-inch vitrified drain tile on the Mill Creek Forks-The Dalles Section of the Mill Creek County Road in Wasco County, Contract No. 2793, in connection with Federal Aid Project No. S-78 (1).

This work is necessary to replace the irrigation pipe and drain tile which was within the sloping area. The exact location of the pipe and drain tile could not be determined previous to construction work.

Very truly yours,

R. H. Baldock
State Highway Engineer

DHP:JF
Encl.

S-1K(1)

SEPTEMBER 7, 1946

Section- Mill Creek Forks-The Dalles
Highway- Mill Creek County Road
Cotractor- Curtis Gravel Co
Date of Contract- Jan 2, 1946
Date work started- Mar 8th 1946
Amount of contract $ 156,123.00
Est cost of completed proj
Per cent of contract completed
Engineering cost to date $ 2400.00

Kind of Work- Grad, Surf and oiling
Sec prefix 233-1014
Cont Number ~~2760~~ 2793
Date of compl Nov 30, 1946
Est date of compl .1 .. ..
Per cent of time elapsed 64 %
$ 156,123.00
58 %

Have been making fair progress this week, short of help on road. poor blade men and only one rollerman, working over time.

Have base rock on road except for some key , sta 50mto 80 and at several points have additional key to place.

Mr. Babler who has Sub-Contract to il this setion was over job on Friday, Sept 6th, he saw at a glance the poor orginasation they had on the street and said he would send a blade, roller and other equipment over on Tuesday of next week na dget the job in shape.

Will possibly get all rock on street next week.

NOTED
RAY WEBBER

H. W. L[illegible]

RECEIVED
[illegible] 1946

Miles on Proj	[illegible]	[illegible]
Miles per comp	6.9	[illegible]
Miles Compl	6.9	4.0
Total Est Quan	26,400	21,300
Est quan placed to date	24,000	15,000
Aver daily quan		500
Hours per shift		8
No of shifts per day		2
Force for week		26

WEATHER
Sunday- Cloudy
Monday- ..
Tuesday- ..
Wednesday-..
Thursday Showers
Friday Cloudy
Saturday ..

RECEIVED
FOR FILING

S-78-1

C
O for **FILES**
P
Y

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1946

Cross Referenced To
Adm
Insurance
Property Damage

Cross Referenced To
Const
Facility Replacements

SUBJECT:

To: Mr. R. H. Baldock,

Office.

Dear Mr. Baldock:

I have read the reports and statements with respect to the claim made by Mr. Ryan for damage to his spring caused, as he claims, in connection with highway construction on the Mill Creek Forks-The Dalles Section of the Mill Creek County Road in Wasco County, * * *

* * * I am returning the file.

Yours very truly,

J. M. DEVERS

(Original referred to H. G. Smith)

RECEIVED
JUL 31 1946
FOR FILING

S-78-1

July 25, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are copies of Order for Extra Work covering the placing of 260 linear feet of irrigation pipe between Stations 251+40 and 254+00 on the Mill Creek Forks-The Dalles Section of the Mill Creek County Road in Wasco County, Contract No. 2793, in connection with Federal Aid Project No. S-78 (1).

This is an emergency. The fill is being washed out by water from an irrigation ditch, due to sage rat holes in the fill. An extension of the 500 feet of pipe already in place is necessary to stop the washing.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS
Encl.

RECEIVED
JUN 28 1946
FOR FILING

5 78-1

June 24th, 1946

Mr. W. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Cross Referenced To
Const.
Right of Way
Quarries

Cross Referenced To
Materials
Crushed Rock & Gravel

Dear Sir:

This is your authority to allow the Curtis Sand and Gravel Company to furnish the City of The Dalles 3,000 yards of crushed rock from our quarry where they are now setting up if they desire to enter into an agreement with the City of The Dalles.

Very truly yours,

R. H. Baldock
State Highway Engineer

B

cc to: R. G. Smith
J. E. Peck
Homer S. Wall
City Engineer
The Dalles, Oregon

DALLES CITY

OFFICE OF CITY ENGINEER
HOMER S. WALL

THE DALLES, OREGON

June 20, 1946

R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

We are in the need of approximately 3,000 cubic yards of crushed rock of various sizes for our street work including sanding during freezing weather. It is our understanding that Curtis Sand and Gravel Company of Spokane Washington have a contract for furnishing crushed rock for the Mill Creek Road from a state owned pit near Chenowith Creek. If possible, we would appreciate securing permission to purchase rock from the producers at the site mentioned.

Thanking you in advance for any information you can give us along this line, I remain

Very truly yours,

Homer S. Wall
Homer S. Wall
City Engineer

HSW:jb
cc: Resident Engineer

RECEIVED
[illegible]

RECEIVED
JUN 21 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 17 1946
FOR FILING

S 78-1

June 13, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for Extra Work No. 1, covering the removal, repair and lowering of water pipe encountered in excavation work on the Mill Creek Forks-The Dalles Project, S-78 (1), in Wasco County.

These pipes were unmarked and were dug into and broken during grading operations and necessitated immediate repair to restore water service.

Very truly yours,

R. H. Baldock
State Highway Engineer

JR:GS

Encl.

RECEIVED
MAY 3 1946
FOR FILING

S-7810

May 2, 1946

Curtis Gravel Co.
Box 104
Spokane
Washington

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2793 which was awarded to you on April 5, 1946 by the State Highway Commission, covering regrading and oil mat surfacing on the Mill Creek Forks-The Dalles Section of the Mill Creek County Road, in Wasco County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent express 5-2-46
Recorded

RECEIVED
MAY 3 1946
FOR FILING

S-78(1)

May 2, 1946

United States Fidelity and Guaranty Co.,
Mr. Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

We are sending you today, by express, a fully executed copy of contract No. 2793 which was awarded to Curtis Gravel Co. by the State Highway Commission on April 5, 1946, covering regrading and oil mat surfacing on the Mill Creek Forks-The Dalles Section of the Mill Creek County Road, in Wasco County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent express 5-2-46

Recorded

S-78(1)

RECEIVED
FOR FILING

2793

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND 4, OREGON

TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
MANAGER

I. R. LANG
SUPERINTENDENT OF CLAIMS

April 22, 1946

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Re: Curtis Gravel Company
Surfacing Mill Creek County
Road - Wasco County, Oregon.

Dear Mr. Glaisyer:

Replying to your letter of April 20th, I regret the error made in the signature on the above-captioned bonds, having been executed by Mr. Will A. Kommers, who is our general agent in Spokane, Washington. He apparently overlooked the fact that the contracts were in the State of Oregon and that he had no authorization to execute bonds in this State since his power of attorney was confined to the State of Washington. We have re-executed the original and three copies of this bond and are dispatching them to you by American Express.

Regretting this error, I am

Very truly yours,

W. TALBOT SINCLAIR, MANAGER

BY Elwyn A Wride
Elwyn A. Wride, Supt.
Surety Department

EAW:w

REFERRED TO [illegible]
BY SECRETARY

RECEIVED
APR 23 1946
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

U. S. F. & G.

RECEIVED
APR 20 1946
FOR FILING

S-78(1)

April 20, 1946

Mr. Elwyn A. Wride
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

We are returning to you, under separate cover, the four copies of State Highway Contract No. 2793, with Curtis Gravel Co., for regrading and oil mat surfacing on the Mill Creek Forks-The Dalles Section of the Mill Creek County Road. These contracts are being returned for the reason that Mr. Will A. Kommers, who signed as Attorney in Fact for the United States Fidelity and Guaranty Company, is not registered with the Insurance Commissioner of this state and is, therefore, not qualified to sign for them.

Will you kindly have Mr. Kommers take such steps as is necessary in filing with the Insurance Commissioner as Attorney in Fact, or have someone else sign for the surety who is qualified to do so.

We will appreciate a prompt return of these contracts properly executed.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

gl

Sent by Express 4-20-46
Recorded

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

S 78-1

RECEIVED
FOR FILING

April 12, 1946

#2793

State Industrial Accident Commission

Building

Gentlemen:

We have your letter of the 11th regarding C. J. Eldon, the Adler Construction Company, and Curtis Gravel Company, who were successful bidders on three projects recently awarded by the State Highway Commission.

We note that C. J. Eldon is in good standing with your Commission, but that Adler Construction Company has rejected the Workmen's Compensation Act, and Curtis Gravel Company has never been registered with you.

We will call this matter to the attention of Adler Construction Company and Curtis Gravel Company and request that they shall carry on their work in accordance with the terms of the Workmen's Compensation Act as is required in the general provisions of the contract which they signed.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

RE:gm

RECEIVED
APR 13 1946
FOR FILING

S 78-1

Salem, Oregon
April 8, 1946

Mr. E. G. Smith
Construction Engineer
Office

Dear Sir:

We are handing you herewith one executed and two unexecuted copies of the agreement between the State Highway Commission, Wasco County and the City of The Dalles relative to the removal and installation of water pipes along the Mill Creek Forks-The Dalles Section of Mill Creek County Road.

One copy of this agreement has been mailed to the Wasco County Court and one to the City of The Dalles. Mr. Glaisyer has retained a copy for his files.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:EM
cc - S. H. Probert

FORM E-80 25M 4-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1946

SUBJECT:

To: Mr. C. B. McCullough

Building

Dear Sir:

We hand you, herewith, two fully executed copies of an agreement between the State, Wasco County and the City of The Dalles relative to the removal and installation of water pipes along the Mill Creek Forks-The Dalles Section of Mill Creek County Road.

One copy of this agreement has been sent to the Wasco County Court, one to the City of The Dalles and we have retained the original for the Commission's records and files.

Very truly yours

H. B. Glaisyer
Secretary

gl
Encls. 2

EIVED
APR 13 1946
FOR FILING

S 78-1

Salem, Oregon
April 8, 1946

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

We are handing you herewith the agreement between the State Highway Commission and Wasco County relative to rock production work on the Mill Creek Forks-The Dalles Section of the Mill Creek County Road.

This copy is for your records and files. One copy of the agreement has been forwarded to the Wasco County Court and Mr. Glaisyer has retained one copy for his files.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:EM
cc - S. H. Probert -

FORM E-30 25M 4-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1946

SUBJECT:

To: Mr. C. B. McCullough

Building

Dear Sir:

Herewith we hand you copy of an agreement between the State and Wasco County relative to rock production work on the Mill Creek Forks-The Dalles Section of the Mill Creek County Road, which has been fully executed by the Highway Commission.

One copy has been sent to the Wasco County Court and we have retained the original for the Commission's files.

Very truly yours

H. B. Glaisyer
Secretary

gl
Encl. 1

RECEIVED
1
FOR FILING

S 78-1

Salem, Oregon
January 30, 1946

Mr. H. G. Smith
Construction Engineer
OFFICE

Dear Sir:

Please note the attached copy of a letter from Oscar Cutler of January 15 concerning the proposal of the Wasco County Court relative to the adjustment of water mains on the proposed Mill Creek Federal Aid Secondary Highway.

For your information, we wish to advise that the proposition as presented by the above mentioned Court was approved by the State Highway Commission on January 17.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

JM:EM
Enclosure
cc - S. H. Probert

②

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FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

4-n

Const
Projects
County Roads
5 78-1

Salem, Oregon
January 15, 1946

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

I received a telephone call from Judge Kirk at The Dalles, with regard to the matter which I discussed with the County Court of Wasco County and the Manager of the City Water Commission of The Dalles, with relation to moving of the water mains which are now under the surface of the road on the proposed Mill Creek Federal Aid Secondary Highway, a county road.

The Judge advised by phone that a definite agreement had been reached between the county and the City Water Commission, as follows:

The City Water Commission will purchase all new pipe required. The expense of the excavation, moving the present water system, and installing the new pipe, will be borne 2/3 by the county and 1/3 by the City Water Commission.

If the items necessary in the letting of the contract can be included in the contract to be let by the state for the improvement of the road, Federal and state funds, the county and city will make available a check in favor of the State Highway Commission when the bids are opened and the contract awarded, if satisfactory bids are received.

The county and city would like to know if the items can be included in the proposed contract and the approximate date on which proposals will be ready and bids received, so that the city may proceed to order the pipe, as it is anticipated that there may be some difficulty in securing shipment from the mills.

I advised Judge Kirk that we would let him know immediately when decision has been reached with regard to including the items in the proposals and also the approximate date on which the state would call for bids for the project.

Please return this letter to me
[illegible]

Very truly yours,

Oscar Cutler

Oscar Cutler
Engineer, County and City Relations

OC:me

S+C

RECEIVED
APR 9 1946
FOR FILING

S 78-1

April 8, 1946

Curtis Gravel Company
P. O. Box 106
Spokane, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2791, which was awarded to you by the State Highway Commission on April 5, 1946, covering regrading and oil mat surfacing of the Mill Creek Forks-The Dalles Section of the Mill Creek County Road, in Wasco County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

eo

sent by express 4-8-46
ed

RECEIVED
APR 8 1946
FOR FILING

5 78-1

April 6, 1946

Curtis Gravel Company
Box 106
Spokane, Washington

Gentlemen:

The State Highway Commission on April 5, 1946, awarded you the contract for grading, surfacing, and oiling on the Mill Creek Forks–The Dalles Section of the Mill Creek County Road, in Wasco County. This award was based on your low bid of $156,123, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

eo

cc - Mr. S. H. Probert
Mr. C. S. Paxson

RECEIVED
APR 10 1946
FOR FILING

S 78-1

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

April 5, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

This will confirm our verbal concurrence of today in the award of Federal Aid Secondary Project, S-78(~~4~~),1 the Mill Creek Forks-The Dalles Section of the Mill Creek County Road, to the Curtis Gravel Company, Spokane, Washington, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
APR 9 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 12 1946
FOR FILING

S 78-1

March 9, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Mill Creek Forks-The Dalles Section, Project No. S-78 (1).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

The landscaping on this project will be limited to the rounding of cutbanks.

The volume of traffic served by this road does not, in our opinion, warrant an expenditure for beautification. Rainfall in the area is comparatively light and the nature of the soil is such that erosion difficulties, which might be overcome by seeding, are not anticipated.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

26-1156 Interstate Bridge Lighting System
Pacific Highway at Portland 1946

#2794

RECEIVED
MAY 9 1947
FOR FILING

26-1156

2794

May 8, 1947

General Casualty Company
Jewett & Dorman, Agents
Weatherly Bldg.
Portland 14, Oregon

ATTENTION: Edna M. Stewart

Gentlemen:

Re: Bond #108641, W. R. Grasle Co.

I am pleased to inform you that final payment, in the amount of $486.46, was made to W. R. Grasle Company on May 1, 1947, covering Lighting on the Interstate Bridge on U.S. Highway 99, State Highway Contract No. 2794.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

RECEIVED
MAY 5 1947
FOR FILING

26-1156
2794

May 5, 1947

General Casualty Company
Jewett & Dorman, Agent
Weatherly Bldg.
Portland 14, Oregon

ATTENTION: Fred E. Jewett

Gentlemen:

Re: Bond #108641, W.R. Grasle Co.

I am pleased to inform you that final payment on State Highway Contract No. 2794, covering Lighting on the Interstate Bridge on U.S. Highway 99, was made on May 1,1947.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

RECEIVED
MAY 3
FOR FILING

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26-11 56

2794

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 1, 1947

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	5596	2794	4-Final	W. R. Grasle Co.	486.46	307835	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

Your notice of acceptance is on file with us for this job.

aaw

NOTED ON CARD
5-1-47 gl

ACCOUNTING DIVISION

By ______
Bookkeeping Dept.

Approved ______
Secretary

RECEIVED
APR 12 1947
FOR FILING

26-1156

2794

April 11, 1947

General Casualty Company
Jewett & Dorman, Agent
Weatherly Bldg.
Portland 14, Oregon

ATTENTION: Fred E. Jewett

Gentlemen:

You are hereby notified that State Highway Contract No. 2794, for lighting on the Interstate Bridge on U.S. Highway 99, has been completed by the contractor, W.R. Grasle Company, and that final payment in the amount of $486.46 will be made after acceptance by the Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $6,065.38 and that no force account work was performed therein. This contract was completed on March 24, 1947 but has not as yet been accepted by the Highway Commission, however, we anticipate that it will be accepted at the Commission meeting to be held the latter part of this month.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
APR 3 1947
FOR FILING

56-1156

2794

April 2, 1947

W. R. Grasle Company
457 N.W. 18th St.
Portland 9
Oregon

Gentlemen:

The State Highway Commission, at its meeting on March 25, 1947, had under discussion your request for an extension of time of 31 days, from February 28 to March 31, 1947, within which to complete your contract, No. 2794, for lighting on Interstate Bridge on U.S. Highway 99.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

RECEIVED
MAR 17 1947
FOR FILING

26-126

2794

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1947

NOTED
State Highway Engineer

SUBJECT: Time Extension on Contract 2794
Lighting on Interstate Bridge

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

The time extension represented by the attached recommendation is on a State job and does not require concurrence of the Public Roads Administration.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM
Attached
cc W. A. Reeves

Jm

RECEIVED
JAN 10 1947
FOR FILING

26-1156

2794

January 9, 1947

W. R. Grasle Co.
457 N. W. 16th St.
Portland
Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 30, 1946, had under discussion your request for an extension of time of 59 days, from December 31, 1946 to February 28, 1947, within which to complete your contract No. 2794, for the Lighting on the Interstate Bridge on U.S. Highway 99, in Multnomah, Ore. and Clark, Wn.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo/gl

cc: W. C. Williams

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2794

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1946

SUBJECT:

To: Mr. H. B. Glaisyer
Office

Dear Sir:

We are returning 1 copy of Contractors Liability Policy No. CP 33703, Indemnity Insurance Company of North America, furnished by W. R. Grasle Company in answer to the insurance requirements in Contract No. 2794. This policy with the certificate of insurance you have in your files completes the insurance requirements on the contract.

Very truly yours,

W. A. Reeves
Bridge Office Engineer

CAG RHS
cc W. A. Reeves

REFERRED TO [illegible]
BY SECRETARY

[illegible]

file this in the safe — make proper notation in the contract
HBG

RECEIVED
MAY 15 1946
FOR FILING

26-1156
2794

Salem, Oregon
May 14, 1946

Contract with W.R. Grasle for
Interstate Bridge Lighting Project.

Mr. G. S. Paxson

Attention: Mr. W. A. Reeves

I hand you, herewith, duplicate copies of the insurance policies furnished by W. R. Grasle Company in connection with their contract No. 2794 for the installation of the lighting system on the Interstate Bridge.

Will you please return one copy to me for filing purposes. I believe that the Company now has complied fully with the insurance requirements in connection with this job, but in order to make definitely certain that that is the case, would appreciate it if you will check the insurance attached to the contract in my contract file.

Secretary

HBG:ee
Attachs.

W. R. GRASLE CO.
ELECTRICAL
CONTRACTING and ENGINEERING
437 N. W. SIXTEENTH AVENUE
PORTLAND, 9, OREGON

TELEPHONE ATWATER 0249

May 10, 1946

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

We are herewith enclosing two copies of Insurance Policy to file with our Contract No. 2794.

Very truly yours,

W. R. GRASLE CO.

BY H L Cooper

HLC:asm
Encl. 2

NOTED
H. B. GLAISYER

RECEIVED
MAY 13 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 8 1946
FOR FILING

26-1156
2794

May 8, 1946

General Casualty Co. of America
Jewett & Dorman, Agents
Weatherly Building
Portland 14, Oregon

Attention: Mr. Fred E. Jewett

Gentlemen:

We are sending you today, by express, a fully executed copy of Contract No. 2794 which was awarded to W. R. Grasle Company by the State Highway Commission on April 8, 1946 covering lighting on the Interstate Bridge between Portland, Oregon, and Vancouver, Washington.

Inasmuch as you are the surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ee

RECEIVED
MAY 8 1946
FOR FILING

26-1156
2794

May 7, 1946

W. R. Grasle Company
437 N. W. 16th Avenue
Portland 9, Oregon

Gentlemen:

I hand you herewith an executed copy of the contract that has been awarded to you by the State Highway Commission for the installation of a lighting system on the Interstate Bridge between Portland, Oregon, and Vancouver, Washington, being State Highway Contract No. 2794.

Our Legal Department points out that you have not complied fully with the requirements with respect to the furnishing of insurance. I refer you to page two of the mimeographed "Special Provisions" wherein you are to furnish the State Highway Commission two duplicate copies of all insurance policies provided under the terms of this specification and two copies of the certificate of insurance for each policy.

You have furnished four copies of the certificate of insurance, but we still need the two duplicate copies of the insurance policy. Kindly arrange to furnish such copies.

Also, in the event that you subcontract any of the work, you will be required to furnish the State Highway Commission duplicate copies of the policies of your subcontractor and two copies of the certificate of insurance.

We shall be pleased if you will bear this in mind as one of the requirements in the event any of the work is subcontracted.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee
Enc.

RECEIVED
MAY 7 1946
FOR FILING

26-1156
2794

W. R. GRASLE CO.
ELECTRICAL
CONTRACTING and ENGINEERING
437 N. W. SIXTEENTH AVENUE
PORTLAND, 9, OREGON

TELEPHONE ATWATER 0243

May 4, 1946

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

We are herewith enclosing new Insurance Certificates which we hope will be satisfactory.

Very truly yours,

W. R. GRASLE CO.

BY H L Cooper

HLC:asm
Encl. 4

Insurance Certificates attached to contract
MDS

RECEIVED
MAY 1946
OREGON
STATE HIGHWAY COMMISSION

26-11-56

April 26, 1946

W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon

Gentlemen:

This is to acknowledge receipt of four copies of the contract that was recently awarded you by the State Highway Commission for furnishing and installing a roadway lighting system on the Interstate Bridge between Portland, Oregon, and Vancouver, Washington, together with the four copies of the certificate of insurance issued by the Indemnity Insurance Company of North America and four copies of a certificate of coverage furnished by the State Industrial Accident Commission.

I have had the contract examined by the Highway Commission's Chief Counsel who advises that the insurance covered by the certificate is not in conformity with the contract requirements. The following is quoted from the letter of the Chief Counsel:

"It is noted that the insurance carried by the proposed contractor, W. R. Grasle Company, is not in conformity with the requirements of the Contract, as set out on page 2 of the Special Provisions, in the following particulars: Contract requires public liability of $50,000 to $100,000, whereas the Certificate calls for $25,000 to $200,000. As to property damage insurance, the Contract calls for policy limits of $10,000 to $20,000, whereas the Certificate covers $5,000 to $25,000.

"It is also noted that with respect to the cancelation features, the Contract provides that such insurance shall only be cancelable on thirty days' written notice to the State Highway Commission, whereas the Certificate provides that the Company can cancel the policy upon ten days' written notice."

In view of the above, I am returning to you, herewith, the four copies of the certificate of insurance for correction. I am retaining, however, the Accident Commission's certificate of coverage and the contract forms.

Phoned Mr. Grasle 5/1/46 re this. He will get correction immediately.
Red

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

April 26, 1946

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Sir:

Returned herewith, are four copies of Contract Agreement covering lighting on Interstate Bridge, together with Certificate of Insurance issued by Indemnity Insurance Company of North America.

" It is noted that the insurance carried by the proposed contractor, W. R. Grasle Company, is not in conformity with the requirements of the Contract, as set out on page 2 of the Special Provisions, in the following particulars: Contract requires public liability of $50,000 to $100,000, whereas the Certificate calls for $25,000 to $200,000. As to property damage insurance, the Contract calls for policy limits of $10,000 to $20,000, whereas the Certificate covers $5,000 to $25,000.

It is also noted that with respect to the cancelation features, the Contract provides that such insurance shall only be cancelable on thirty days' written notice to the State Highway Commission, whereas the Certificate provides that the Company can cancel the policy upon ten days' written notice. "

The insurance covered by the Certificate is not in conformity with the Contract and I suggest that you return the same to the proposed contractor for corrections.

Yours very truly,

J. M. DEVERS

By GWNeuner
G. W. NEUNER
Assistant Counsel

GWN:FRC

NOTE TO Grasle
DATE 4-26

RECEIVED
APR 11 1946
FOR FILING

26-1156
2794

April 10, 1946

Mr. Clarence D. Shain
Director of Highways
Olympia, Washington

Dear Sir:

Under separate cover we are sending two copies of the contract and two sets of plans for the lighting of the Interstate Bridge at Vancouver. The contract for this work was awarded to the W. R. Grasle Company of Portland on April 8, 1946.

In addition to the work under the contract it will be necessary to install a transformer and control station at the south end of the bridge. We have on hand two transformers and one constant current regulator, which have been reconditioned and will be installed by our own forces. It will be necessary to purchase one controller, one time switch, two primary disconnects, and other minor equipment.

The material which the contractor must purchase for this job is very scarce and some delay in the work is anticipated. We will, however, expedite the work as much as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP [illegible]
cc G. S. Paxson

RECEIVED
APR 10 1946
FOR FILING

26-1156
2794

April 9, 1946

W. R. Grasle Co.
437 N.W.16th Street
Portland 9, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2794, which was awarded to you by the State Highway Commission on April 8, 1946, covering lighting on Interstate Bridge on Pacific Highway at Portland.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 1.7.18 page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent by Exp [illegible] 4-9-46
Received

RECEIVED
APR 8 1946
FOR FILING

26 - 1156
2794

#2794

April 8, 1946

W. R. Grasle Company
437 N. W. 16th,
Portland 9, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for lighting of the Interstate Bridge on the Pacific Highway, in Multnomah County. This award was based on your bid of $6,177, submitted on April 5, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc - Mr. S. H. Probert
Mr. G. S. Paxson
Goldie Lewis

gex confirmed

VICE DESIRED		CABLE	
AM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1207

Files

CHECK
$
ACCOUNTING INFORMATION
S
TIME FILED
F

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

To W. R. Grasle Company

9:30 a.m.
April 8 1946

Care of or Apt. No.

Street and No. 437 N. W. 16th

Place Portland 9, Oregon

State Highway Commission awarded you today contract for lighting of the Interstate Bridge on the Pacific Highway, Multnomah County based on your bid submitted April 5, 1946. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

co
Charge

Sender's name and address
(For reference only)

Sender's telephone number

26-1156
2794

RECEIVED
APR 1946
FOR FILING

WESTERN UNION TELEGRAM

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

(43)

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR97 16/15=WUX OLYMPIA WASH 6 1127A

R H BALDOCK=

STATE HIGHWAY ENGINEER SM=

6 AM 11 4

BID OF $6,177.00 BY GRASLE ELECTRIC COMPANY FOR LIGHTING INTERSTATE BRIDGE SATISFACTORY TO THIS DEPARTMENT=

CLARENCE B SHIN DIRECTOR OF HIGHWAYS.

NOTED
State Highway Engineer

No. __________ To ade
Time Delivered 1150
E __________ To Be Dld

$6,177.00.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

[illegible]
[illegible]

CLARENCE B. SHAIN
DIRECTOR OF HIGHWAYS
OLYMPIA, WASHINGTON

BID RECEIVED ON INTERSTATE BRIDGE LIGHTING FROM GRASLE ELECTRIC COMPANY, A RELIABLE CONTRACTOR, IN AMOUNT OF $6,177. OUR ESTIMATE FOR COMPARISON $10,400. WOULD APPRECIATE YOUR CONCURRENCE IN AWARD.

R. H. BALDOCK
STATE HIGHWAY ENGINEER

F-320(2) Spring Cr. Hill Sec., The 1946
Dalles-California Hwy., Middle
#2795 Unit

R. H. Baldo

RECEIVED
OCT 29 1947
FOR FILING

October 20th, 1947

FINAL COST ANALYSIS

Spring Creek Hill Section — Grading — The Dalles-California Highway
Contract #2795 — Strong & McDonald, Contractors — Prefix 18-1036-201(46)
[illegible]
Lowell Johnston, Resident Engineer

Item 2775	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing					$6,648.28	$1,500.00
Structural Excavation, Unclass.	227	Cu. Yd.	$2.93	$5.00	607.01	1,135.00
General Excavation, Unclass.	253,892.9	" "	0.55	0.65	139,396.27	165,030.39
Short Overhaul	663,653	Yd. Sta.	0.008	0.01	5,217.41	6,636.53
Long "	17,148.8	C-Yd. Sta.	0.40	0.50	6,935.28	8,574.40
Rounding Cutbanks	2,475	Lin. Ft.	0.125	0.15	309.80	371.25
Finishing R/B & Slopes	2.01	Mile	1349.78	1250.00	2,713.06	2,512.50
18" Corr. Metal Pipe	590	Lin. Ft.	1.91	2.10	1,124.57	1,239.00
18" Extra Strength Corr. Iron Pipe	180	" "	2.20	2.30	395.48	414.00
*Class "A" Concrete	36.86	Cu. Yd.	59.02	60.00	2,175.40	2,211.60
*Metal Reinforcement	6,995	Lb.	0.098	0.10	683.40	699.50
PA #2, Cement Adjustment, Favor of State	- 18	Sack		- 1.07		- 19.26
					$166,206.00	$190,304.91
Cook House					12,416.66	4,225.81
					$178,622.62	$194,530.72

Gross Revenue	$194,530.72
Total Cost	178,622.62
Net Profit	$15,908.10

Net Profit Equals 8.2% of Gross Revenue

NOTED
State Highway Engineer

* Work done by Lockyear & White.

Spring Creek Hill

Detail of Cost

Labor:		
Labor	$45,805.90	
Supervision	19,483.48	
State Industrial Accident Insurance	1,461.79	
Social Security & Unemployment Insurance	2,598.74	
		$69,349.91
Materials:		
18" Standard C.I. Pipe 590 lin. ft. at $1.75	$1,032.50	
18" Ex. Str. " " 180 " " " 2.01	361.80	
18" C.I. Pipe Bands 18 each " 1.88	33.84	
		1,428.14
Equipment Rentals & Miscellaneous Supplies:		
Equipment Rental	$64,968.50	
Gas, Oil & Grease	12,520.80	
Explosives	2,333.61	
Freight & Cartage	4,284.40	
Small Tools & Misc.	1,724.00	
Move In and Set Up Camp	5,750.00	
Bond	1,426.75	
Field Office	94.00	
Home Office & General Overhead 3%	5,706.99	
		98,809.05
Payment to Lockyear & White for Culvert Construction		2,858.80
Cost of Operating Cook House		12,416.66
Total Cost		$178,622.62

Spring Creek Hill Section

Remarks:

This contract was bid and awarded April 4th, 1946, to Strong and McDonald. The moving in of equipment and the setting up of a camp was started May 4th, clearing operations began May 23rd, and excavation on June 22nd. While never actually discontinued, work was very slow during the winter months of 1946-1947 and the project was completed July 5th, 1947.

Equipment used by the contractor consisted of one HD-14 tractor and dozer, one D-8 tractor and dozer, one D-6 tractor and dozer, three 10 cubic yard Kohring wheelers, two 5 cubic yard dumptors, two 16 cubic yard Euclids, one 8 cubic yard truck, one 210 compressor, one grease wagon, one pickup and from one to three shovels. At the beginning of the work a 1-3/4 cubic yard shovel was brought in but after a month's use was shipped out again as it was so old and in such poor condition that it could not perform the work satisfactorily. Sometime later a 1½ cubic yard shovel in fair shape arrived and was used throughout the job but was too small for the type of work encountered. On October 15th, a new 2½ cubic yard shovel arrived from the factory and considerable progress was made until heavy snows slowed operations and also during the following spring of 1947. If the contractors could have secured this shovel for use during the summer months of 1946 it undoubtedly would have effecting a saving in excavation costs, would have made a considerable saving in overhead costs and probably would have allowed the contractors to have completed the project during 1946.

At the time of the letting of the contract the general consensus of opinion of both the engineers and the contractors was that a large percentage of the excavation would be solid rock, dur to the large amount of from 3 to 20-yard fragments of rock imbedded in the top surface of the slope and to the general terrain. This, however, did not prove true, the only rock encountered being the large surface pieces and about 25,000 cubic yards at the north end of the project. The total cost of drilling and shooting was $13,305.00 or about $0.05 per cubic yard average for all material moved.

The continuing of work by the contractors during the winter months, with a noticeable slackening in daily output, and the necessity of keeping the cookhouse in operation for a very small crew were the major reasons for the high cost of the project. If, after being unable because of equipment difficulties to finish the project the first year of operation, the project had been closed during the winter months and started again after conditions for work were more favorable, the project would have shown a larger profit as the material to be excavated was of a nature that should have been handled at a considerably smaller cost. Supervision and labor, especially labor on the heavy equipment, were very good.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
OCT 17 1947
FOR FILING

F-320 (2)

2795

October 17, 1947

General Casualty Company of America
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2795 for grading on the Spring Creek Hill Section of the The Dalles-California Highway, in Klamath County, has been completed by the contractor, Strong & Macdonald, Inc., and that final payment in the amount of $5,778.99 will be made after acceptance by the Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $190,304.91, and that no force account work was performed therein. This contract was completed on July 5, 1947 but has not been accepted by the Commission, however, we anticipate that it will be accepted at the Commission Meeting on October 21 and 22.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

10-17-47

RECEIVED
SEP 12 1947
FOR FILING
F-320(2)

September 11, 1947

Strong & Macdonald, Inc.
4045 Ruston Way
Tacoma
Washington

Gentlemen:

The State Highway Commission, at its meeting on August 26, 1947, had under discussion your request for an extension of time of thirty-five days, from May 31 to July 5, 1947, within which to complete your contract No. 2795 for the Spring Creek Hill Section of the The Dalles-California Highway, in Klamath County.

I am pleased to inform you that the Commission granted your request without penalty, however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

cc: Wm. E. Chandler,
Division Engineer

NOTED ON CARD

2-11-47 J.

RECEIVED
JUL 29 1947
FOR FILING

F-320-2

July 25, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

On June 19, you approved an extension of time, from May 21, 1947, to June 30, 1947, to Strong and McDonald, contractors on Oregon Project F-320 (2), Spring Creek Hill Section of The Dalles-California Highway. After receipt of your approval, it was found that the contractors would not complete the project by June 30, and we, therefore, delayed submitting their request for an extension until the project was completed.

This project was completed on July 5, 1947, and I would recommend your concurrence in an extension of time without penalty from May 31, 1947, to July 5, 1947, in accordance with the provisions of our previous correspondence.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith

RECEIVED
JUL 30 1947
FOR FILING

F-320(2)

July 29, 1947

General Casualty Company
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Strong & McDonald, Inc., on contract No. 2795, covering grading on the Spring Creek Hill Section of The Dalles-California Highway, in Klamath County. This payment, in the amount of $26,580.11, will be made on or after August 8, 1947. The retained percentage is $5,706.99.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

7-29-47

Form E-1--6M--7-46

F-320(2)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 5, 1947

Section Spring Creek Hill

Kind of work Grading

Highway The Dalles - California

Section prefix 18-1036

Contractor Strong & Macdonald

Contract number 2795

Date of contract April 8, 1946

Date of completion Dec. 31, 1946

Date work started May 23, 1946

Estimated date of completion July 5, 1947

Amount of contract $160,938.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $186,500

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $6,200, 3.9 %

Date project was completed July 5, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor continued work on this project this week and completed the job on Saturday, July 5.

Mr. Chandler inspected the job on Wednesday.

Paul Nelson, Draftsman, in Portland in Good Samaritan hospital for medical treatment.

In office on final estimate this week and expect to have it completed by Wednesday of next week, July 9.

NOTED
E. A. [illegible]

NOTED
H. W. LIBBY
1947

Signed

Address Chiloquin, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.01				
Miles partially completed	xxxx				
Miles completed	2.01				
Total estimated quantities	253,740				
Estimated quantities moved or placed to date	253,740				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	7					1	8
Men and teams							
Men and trucks under 3 tons	1						
Men and trucks over 3 tons							
Men and tractors	1 cat & dozer 1 cat & scraper 1 koehring wheeler						

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
JUN 18 1947
FOR FILING

F-320 (2)

June 16, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time from May 31, 1947, to June 30, 1947, on Contract No. 2795, Spring Creek Hill Section of The Dalles-California Highway, F-320 (2), to Strong and Macdonald, contractors.

Due to old machinery which broke down repeatedly, and the inability of the contractor to secure delivery on new machinery which was ordered for this project, and also extremely wet weather conditions during the early spring, have prevented the completion of the contract within the specified time.

I recommend the granting of this extension without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. G. Smith, Acting

cc: H. G. Smith

RECEIVED
MAY 29 1947
FOR FILING

COPY

File

UNION PACIFIC RAILROAD COMPANY

Department of Operation

S. Murray,
Resident Engineer

851 Pittock Block
Portland 5, Oregon

F-320(2)

May 26, 1947

45

#2795

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. G. S. Paxson,
Bridge Engineer.

(CC - Mr. P. T. McCarthy - Albina)

Dear Sir:

I have received a telephone call this morning from Mr. Althof to the effect that the driving at Coopey Quarry between the switch and block signals is much better. A 50 foot pile was driven and the last 25 feet is apparently in good ground.

I communicated this to Mr. H. G. Smith in your absence, and as neither he nor I see any reason why the shoofly should not be west of the block signals at the point we inspected last week, we will go ahead on the new basis.

Yours truly,

/s/ S. MURRAY

S. MURRAY.

(Original referred to Mr. Paxson)

RECEIVED
FEB 18 1947
FOR FILING

I-320(2)

February 18, 1947

Strong & Macdonald, Inc.
4045 Ruston Way
Tacoma
Washington

Gentlemen:

The State Highway Commission, at its meeting on February 4, 1947, had under discussion your request for an extension of time of 151 days, from December 31, 1946 to May 31, 1947, within which to complete your contract No.2795 for the Spring Creek Hill Section of The Dalles-California Highway, in Klamath County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

MBG:gl

cc: Wm.E.Chandler

RECEIVED
JAN 2 1947
FOR FILING

F-320 (2)

December 28, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract 2795, Spring Creek Hill Section of The Dalles-California Highway to Strong and Macdonald, Inc., Contractors, from December 31, 1946, to May 31, 1947.

Due to unusual weather conditions during the fall of 1946, and extreme difficulty of obtaining repair parts for machinery, it was impossible for the contractor to complete this section this fall.

I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith

R.H. Baldock

RECEIVED
DEC 9 1946
FOR FILING

(2)

December 4th, 1946

Cost Analysis to November 10th, 1946

Spring Creek Hill Section
Contract #2795

Grading
Strong & McDonald, Contractors
Lowell Johnston, Resident Engineer

The Dalles-California Highway
Prefix 18-1036

Item	Unit	Quantities to Date	Unit Bid	Unit Cost	Total Cost	Total Revenue
Clear and Grub	All	95%			$6,000.12	$1,425.00
St. Excavation	Cu. Yd.	33	$5.00		132.00	165.00
Gen'l. Excavation	" "	181,000	0.65	0.454	82,193.29	117,650.00
Short Overhaul	Yd. Sta.	187,000	0.01	0.014	2,593.70	1,870.00
Long Overhaul	C-Yd. Sta.	450	0.50	0.46	201.30	225.00
Rounding Cutbanks	Lin. Ft.		0.15			
Finishing Roadbed & Slopes	Mile		1,250.00			
18" C.I.P.	Lin. Ft.	90	2.10	2.16	191.99	189.00
18" Extra St. C.I.P.	" "	180	2.30	2.42	435.60	414.00
Wood Sight Posts	Each		6.00			
*Class "A" Concrete	Cu. Yd.	36.86	60.00	55.00	2,027.30	2,211.60
*Metal Reinforcement	Lb.	6,995	0.10	0.10	699.50	699.50
Material on Hand: 18" C.I.P.	Lin. Ft.	500		1.794	897.00	750.00
Revenue from Cookhouse						2,852.21
Cost of Operating Cookhouse					7,554.72	
					$102,926.52	$128,451.31

* Work performed by Locyear & White.

Gross Revenue	$128,451.31
Total Cost	102,926.52
Net Profit	$25,524.79

Net Profit Equals 19.9% of Gross Revenue

Detail of Cost

Labor:				
Supervision			$6,338.05	
Labor			33,613.67	
State Industrial Accident Insurance 2½%			898.91	
Unemployment Insurance			1,198.55	
Social Security			399.52	
				$42,448.70
Materials:				
18" Standard C.I.P.	590 lin. ft.	at $1.75	$1,032.50	
18" Extra Strength C.I.P.	180 " "	" 2.01	361.80	
18" C.I.P. Bands	18 each	" 1.88	33.84	
				1,428.14
Equipment Repairs and Misc. Supplies:				
Equipment Rental			$28,569.00	
Gas, Oil & Grease			7,972.45	
Freight & Cartage			3,514.81	
Move In Equipment and Set Up Camp			5,750.00	
Small Tools and Misc. Supplies			874.00	
Explosives			1,363.33	
Bond			942.00	
Field Office			75.00	
Home Office & General Overhead - 3½% of Gross Revenue			4,396.00	
				53,456.59
Payment to Lockyear & White for Culvert Construction				2,858.80
Cost of Operating Cookhouse Less Wages				2,734.29
Total Cost				$102,926.52

REMARKS:

This contract was bid and awarded April 4th, 1946 to Strong and McDonald, contractors. The moving in of equipment and setting up of a camp was started May 4th; clearing operations began May 23rd, and excavation June 22nd.

Due to the rough terrain the clearing operations were mostly hand work, one D-8 tractor and dozer being used to bunch logs and debris for burning etc. Clearing was not heavy, but the predominance of hand labor required resulted in a large expenditure for labor. As the contractor's bid for this item was extremely low, being only 25% of the engineer's estimate, a very large loss was shown.

At the time of the letting the general consensus of opinion of both the engineers and the contractors was that a large percentage of the excavation would be solid rock, due to the large amount of large three to twenty-yard boulders imbedded in the top surface and because of the general terrain. This, however, did not prove true, the only rock encountered so far being the imbedded boulders, with the material below being a mixture of pumice and sandy gravel which was moved to a large extent by cats and dozers and wheeler units. Total cost of drilling and shooting to date has been $6,403.33, or about $0.035 per cubic yard. It is to be noted, however, that of the 35,000 cubic yards estimated to be moved to complete the excavation, the greatest percentage is in a formation that is definitely solid and will require considerably more shooting than heretofore. It is the hope of the contractors to complete the grading operations before being forced to discontinue because of snow and inclement weather.

The large cattle pass was constructed by Lockyear & White, the amounts paid them being very close to the contractor's bids.

Equipment used by the contractor included one HD-14 tractor and dozer, one D-8 tractor and dozer, one D-6 tractor and dozer, 3 10-cubic yard Kohring wheelers, 2 5-cubic yard dumptors, 2 16-cubic yard Euclid units, one truck, one 210 compressor, one grease wagon, one pickup and from one to three shovels. At the beginning of the work a 1-3/4-cubic yard shovel was brought in, but after a month's use it was shipped out again as it was so old that it could not perform its work satisfactorily. Some time later a 1½-yard shovel in fair shape was brought in and was used throughout the job but was too small for the type of work encountered. On October 15th, a new 2½-cubic yard shovel arrived, and considerable progress was made from then until November 10th. If the contractor could have received shipment of this shovel for use during the summer months, it undoubtedly would have effected a considerable saving in excavation costs and would have allowed the contractor to complete the project during 1946.

While labor costs for this project are rather high, 42% of the total cost, the equipment rental was low, being only about 25%, and except for the losses sustained on clearing and upkeep of the cookhouse, the costs were kept at a fairly low level, and an excellent profit is shown

Remarks - Continued.

for excavation. Some percentage of this profit will be absorbed next year, however, as the costs of moving in and performing the additional work required to complete the contract will be higher than the amounts earned.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
AUG 29 1946
FOR FILING

F-20-2
[illegible]

August 28, 1946

Strong & Macdonald
4045 Ruston Way
Tacoma 2, Washington

Gentlemen:

Our weekly reports give a very confused idea of your plans for increasing the progress on the Spring Creek Hill Section of the The Dalles-California Highway. Your progress has not been sufficient to indicate that you will complete the job on time, and from time to time the reports have indicated that a new shovel was anticipated for the job.

We are anxious to complete the surfacing next year, and to that end are very desirous of having the grading finished within the time limit. Will you kindly advise the prospects for additional equipment on this job?

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

RECEIVED
MAY 25 1946
FOR FILING

E 320-2

May 23, 1946

Strong & Macdonald, Inc.
4045 Ruston Way
Tacoma 2, Washington

Attention: Mr. P. F. Stevens

Gentlemen:

In accordance with your request of May 22, we have forwarded to the Beall Pipe and Tank Corporation specifications for corrugated metal culvert pipe for use on the Spring Creek Hill Section of The Dalles-California Highway, Contract No. 2795.

The division engineer in charge of this project is Mr. W. E. Chandler, with offices at 1290 Wall Street, Bend. The resident engineer on the project is Mr. Lowell E. Johnston, with headquarters at Chiloquin.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc E. A. Pease

A. Strong, Pres.
A. S. Macdonald, Vice-Pres. and Treas.
P. F. Stevens, Sec'y

STRONG & MACDONALD, INC.
ENGINEERS - CONTRACTORS
4045 RUSTON WAY
TACOMA 2, WASHINGTON

May 22, 1946.

Oregon State Highway Commission
Salem
Oregon

Re: Contract #2795
Spring Creek Hill-Dalles
California Highway.

Gentlemen:

We will be pleased to have you forward specifications for corrugated metal culvert pipe for the above enumerated contract, to the Beall Pipe and Tank Corporation, Portland, Oregon, who are going to furnish this material.

Also kindly furnish our Tacoma, office with the names and addresses of the District and Resident engineers in charge of this work.

Very truly yours,

Strong & Macdonald, Inc.,

By P. F. Stevens

P.F.S.

RECEIVED
MAY 23 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 3 1946
FOR FILING

F 320 - 2

#2795

May 1, 1946

Strong & Macdonald, Inc.,
Engineers - Contractors
4045 Ruston Way
Tacoma 2, Washington

Gentlemen:

We refer to your letter of April 27th proposing, in connection with your contract for highway construction on Spring Creek Hill Section, to carry your workmen's industrial accident insurance with a private insurance company instead of with the State Industrial Accident Commission as contemplated by the contract.

We are sorry to have to tell you that the arrangement you propose does not meet with our approval. The provision which is Article 6 - 12, on page 15, of the General Provisions of your contract, has been carried in our contracts for many years and has always been interpreted as requiring the insurance to be carried with the State Industrial Accident Commission. Waiver of the provision has been requested of the Highway Commission on several occasions but has never been granted. The precedent thus established makes it possible for me to tell you definitely that the insurance must be carried with the State Industrial Accident Commission.

In the above connection, we have ascertained that your experience rating with the State Industrial Accident Commission will entitle you to a 30 per cent reduction in rates. Also that there is to be a general reduction in rates effective July 1st which will be of some considerable benefit. As an instance of this reduction, the rate for general road construction is to be reduced from 5.0% to 4.5%.

It may be that when these reductions are taken into consideration, the cost of the State insurance will not be materially greater than the cost of other insurance of comparable nature.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

res.
onald, Vice-Pres. and Treas.
Stevens, Sec'y

STRONG & MACDONALD, INC.
ENGINEERS - CONTRACTORS
4045 RUSTON WAY
TACOMA 2, WASHINGTON

April 27, 1946.

REFERRED TO R.H. Baldock
BY SECRETARY

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

Please refer to Contract No. 2795, between your commission and our corporation for the construction of The Dalles-California Highway, Spring Hill Creek section.

Our operations for a number of years has been the construction of Logging Roads, Jetties, Buildings and Building accessories such as sewers, waterworks, etc., and in addition, Highway construction for the State of Oregon. This highway construction has been however, more or less, a smaller part of our operations as general contractors.

Paragraph 15 of the General Specifications require that we comply with the terms of the Oregon Workmens Compensation Act, and we are prepared to furnish you with a certificate of insurance indicating that we are privately insured and that the benefits thereunder meet the requirements of the Oregon Workmens Compensation Act.

It is our understanding that the paragraph 15 referred to does not require that we insure with the State Industrial Accident Commission and in as much as we obtain lower rates in private carriers than we can obtain through the State Industrial Accident Commission, we are presuming that the above arrangement will be satisfactory to you.

Please understand that the rules of the State Industrial Accident Commission make it mandatory that if it affords any protection under the Act, all work we may undertake whether it be State Highway construction or not must also come under and be covered by the Accident Commission, and as a great deal of our work is for others than the Highway Commission, we would be penalized by being forced to insure with the Accident Commission on all of our work.

Unless we hear from you to the contrary, we will proceed under our present coverage and will furnish you with the certificate mentioned.

Very truly yours,

Strong & Macdonald, Inc.,

By PFStevens
Asst. Sec'y and Treasurer

P.F.S.

RECEIVED
APR 29 1946
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

F-320(2)

April 24, 1946

Strong & Macdonald, Inc.
4045 Ruston Way
Tacoma 2, Washington

Gentlemen:

We are sending you today, by express, a fully executed copy of Contract No. 2795 which was awarded to you on April 8, 1946, by the State Highway Commission, covering grading on the Spring Creek Hill Section of The Dalles-California Highway, in Klamath County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ec

Recorded

RECEIVED
APR 10 1946
FOR FILING

F 350-2

April 10, 1946

Strong & Macdonald, Inc.
4045 Ruston Way
Tacoma, Wn.

Gentlemen:

We are sending you today, by express, four copies of contract No. 2795, which was awarded to you by the State Highway Commission on April 8, 1946, covering grading on the Spring Creek Hill Section on The Dalles-California Highway.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent by express 4-10-46
Recorded

RECEIVED
JUN 17 1946
FOR FILING

F 320-2

2795

April 9, 1946

Strong & Macdonald, Inc.
4045 Ruston Way
Tacoma 2, Washington

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission yesterday awarded you the contract for the Spring Creek Hill Section of The Dalles-California Highway, in Klamath County. This award was based on your low bid of $160,958.90 submitted on April 5, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ec
Enc.

cc - Mr. E. H. Probert
Mr. G. S. Paxson
Goldie Lewis

get confirmed

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	✓	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1207

Files

$	CHECK
S	ACCOUNTING INFORMATION
F	TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

11:00 a.m.
April 9 19 46

To Strong & Macdonald, Inc.

Care of or Apt. No.

Street and No. 4045 Ruston Way

Place Tacoma 2, Washington

State Highway Commission awarded you yesterday contract for Spring Creek Hill Section of The Dalles-California Highway, Klamath County, based on your low bid submitted April 5, 1946. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

co

Charge

Sender's name and address
(For reference only)

Sender's telephone number

F 320-2

RECEIVED
AP 1946
FOR FILING

M

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(28)

A. N. WILLIAMS
PRESIDENT

1201

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR180 35/33 GOVT 1 EXTRA=WUX PORTLAND ORG 8 318P

1946 APR 8 PM 3 28

R H BALDDOX=

=STATE HIGHWAY ENGINEE SM=

RECEIVED
APR 10 1946
FOR FILING

=REYOURTEL ALL RIGHTS ENTRY ACQUIRED TWO SECTIONS OREGON F-320/2/. WE HEREBY CONCUR IN AWARD TODAY MAZAMA JCT. - SPRING CREEK HILL TO MCNUTT BROS. AND SPRING CREEK HILL SECTION TO STRONG AND MACDONALD=

T M DAVIS PRA PORTLAND.

F-320/2/.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON. APRIL 8, 1946

CONFIRMATION

T. M. DAVIS
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE AWARD CONTRACT TODAY SPRING CREEK HILL PROJECT TO STRONG & MACDONALD, SPOKANE. ALL RIGHTS OF ENTRY ARE ACQUIRED

R. H. BALDOCK, STATE HIGHWAY ENGINEER

WU:TELEGRAM
11:20 A. M.

RECEIVED
FORM E-30 25M 8-43
FOR FILING

F-32 (2)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

April 2, 1948

SUBJECT: Request for release of warrants on final estimates.

To:
Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	3551	2796	10-Final	McNutt Bros.	9,023.97	325874	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

This job has been accepted by Commission:

aaw

ACCOUNTING DIVISION

By
Bookkeeping Dept.

NOTED ON CARD

Approved
Secretary

RECEIVED
MAR 24 1948
FOR FILING

F-320(2)

March 22, 1948

General Casualty Co. of America
General Insurance Bldg.
Seattle 5
Washington

Gentlemen:

This to advise you that revised final payment will be made to McNutt Bros. on contract No. 2796, for work on the Mazama Junction-Spring Creek Hill Section of the The Dalles-California Highway in Klamath County, on or after April 1,1948.

This final payment, in the amount of $9,023.97, will be made in lieu of the one of which you were notified in our letter of July 29, 1947.

For your information we wish to advise that the total contract amount is $224,880.03, of which amount $788.80 represents force account items. This contract was completed April 30, 1947, and accepted by the Highway Commission August 26, 1947.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
3-22-48 g(

RECEIVED
FEB 25 1948
FOR FILING

F-320(2)

February 19, 1948

Mr. Wm. Chandler
Division Engineer
Bend, Oregon

Dear Sir:

Re: Culvert Pipe and Rounding Cutbanks on
Mazama Jct.-Spring Cr. Hill Project #2796.

On a recheck of the culvert pipe which we criticized because of billing from pipe company, we found there was only 12" off, which is not enoughto discuss and so we OK this item.

We are returning the final estimate for the addition of Item #6- Rounding Cutbanks, which has been omitted.

Do to the fact that we did this rounding of cutbanks on the greater part of the job before any discussion was mentioned that this item was not needed, we feel that we are entitled to payment of this item, and think when you consider the job as a whole you will feel the same way.

Hoping this request meets with your approval.

Respectfully yours,

McNutt Brothers

J. Ira McNutt

JIM/TS

cc: W. C. Williams, Salem, Oregon
N. G. Smith, Salem, Oregon

COPY

RECEIVED
FEB 24 1948
OREGON
STATE HIGHWAY COMMISSION

VED
R FILING

~~F-[illegible] (2)~~
R H Baldock

1

September 18th, 1947

FINAL COST ANALYSIS

The Dalles-California Highway
Mazama Junction-Spring Creek Hill Section
Grading

Contractor - McNutt Brothers
Engineer - J. G. Toole

Contract #2796
Prefix 18-1032-201

Item	Quantity	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All			$19,924.00	$55,000.00
Structural Excavation	346.8 Cu. Yd.	$2.00	$1.92	666.47	693.60
General "	513,413.2 " "	0.16	0.139	71,188.60	82,146.11
Short Overhaul	1,901,433 Y. S.	0.015	0.008	15,201.46	28,521.50
Long "	24,516.8 C. Y. S.	0.30	0.30	7,355.04	7,355.04
Finishing Roadbed & Slopes	25.01 Mile	350.00	257.75	6,446.35	8,753.50
Sprinkling	18 M-Gal.	5.00	3.92	70.48	90.00
18" Corr. Metal Pipe P.I.	4,902 Lin. Ft.	2.80	2.31	11,312.12	13,725.60
Class "A" Concrete	133.2 Cu. Yd.	60.00	39.04	5,199.78	7,992.00
Metal Reinforcement	18,967 Lb.	0.07	0.068	1,286.79	1,327.69
Wood Sight Posts	160 Each	5.00	4.69	751.20	800.00
Wood Snow Fence	10,000 Lin. Ft.	1.13	0.53	5,341.36	11,300.00
PA #1, Clearing and Grubbing for Pole Line Relocation	All			2,213.76	4,000.00
PA #2, Cement Adjustment in Favor of State	24.75 Bbl.	3.35	3.35		Deduct - 82.91
Force Account (Prospecting Quarry Sites)				778.98	788.80
				$147,236.39	$222,410.93

Gross Revenue	$222,410.93
Total Cost	147.736.39
Net Profit	$74,674.24

Net Profit Equals 33.6% of Gross Revenue

NOTED
W. C. WILLIAMS

Contract #2796

Detail of Cost

Labor:					
Supervision				$4,563.70	
Labor				37,059.72	
State Industrial Accident Insurance				1,260.03	
Unemployment Insurance				1,111.79	
Social Security				370.59	
					$44,365.83
Materials:					
18" Corr. Iron Culvert Pipe	4,902	lin. ft.	at $1.68	$8,235.36	
18" " " " " Bands	210	each	" 1.83	384.30	
Lumber and Material for Snow Fence				2,974.00	
Sight Posts and Paint				367.50	
Cement	195	bbl.	" 3.35	653.25	
Concrete Aggregate	186	cu. yd.	" 4.00	744.00	
Reinforcing Steel	18,967	lbs.	" 0.05	955.96	
					14,314.37
Equipment Rental, Supplies & Miscellaneous:					
Equipment Rental				$51,381.00	
Gas, Oil & Grease				10,945.20	
Freight & Cartage				8,250.00	
Miscellaneous Supplies & Expense				8,765.00	
Explosives				295.03	
Bond & Insurance				2,245.00	
Home Office and Overhead				7,175.00	
					89,556.19
Total Cost					$147,736.39

Mazama Junction-Spring Creek Hill

Remarks:

This was a regular federal aid project for the grading of a 25.01-mile section of The Dalles-California Highway. The contract was bid and awarded April 8, 1946. Work was started May 16th, and the project was finished April 30th, 1947. Due to winter weather work was suspended from November 18th, 1946 to January 8th, 1947, and from January 18th, to April 26th, 1947.

The clearing consisted of about 200 acres of Jackpine and was cleared with 4 D-8 cats equipped with clearing dozers. The trees were small enough that they could be pushed over, piled and bunched with cats and dozers without falling or bucking. Very little hand labor was required.

Extremely dry weather made burning hazardous and special precaution was required. A water truck equipped with pump and hose and several fire extinguishers were available all the time and much of the burning was done at night.

Good progress was made on clearing and burning and the work was accomplished in nine weeks at a cost of about $100.00 per acre.

The general excavation, consisting of a pumice formation, was ideal for cats and scrapers. Seven D-8 cats and eight (15 cu. yd. to 18 cu. yd.) scrapers made excellent progress. Tandem scrapers were used on the longer haul.

About 3,000 cu. yd. of rock was encountered in one cut and was ripped or drilled and blasted and removed with cats, dozers and scrapers. The rock excavation slowed up progress and the job could not be finished in the fall as contemplated but was finished the following spring.

A rubber-tired roller was used to compact subgrade before fills were placed. The finishing of roadbed and slopes was done with No. 12 motor graders, cats and scrapers and little hand labor was required.

The concrete box culverts were constructed by Paul Snook. Aggregate and sand were shipped in by rail from Eugene. Forms were constructed for this job and were then moved and reused on the Reese Creek-Antelope Creek Section of the Crater Lake Highway. Good progress was made.

Lumber for the snow fence was purchased in Eugene for $36.00 per M-FBM and nails for $5.60 per cwt. and were hauled to job by truck. The post holes were dug by auger mounted on farm tractor. Excellent progress was made in constructing the snow fence. The bid price was high and the materials less expensive than anticipated, which resulted in a large profit.

The contractor had excellent equipment and supervision, good bid prices and a large profit was realized on the project.

E. H. Clymer
Cost Analyst

RECEIVED
JUL 30 1947
FOR FILING

F-320 (2)

July 29,1947

General Casualty Company
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2796, for grading on the Mazama Junction-Spring Creek Hill Section of The Dalles-California Highway, in Klamath County, has been completed by the contractor, McNutt Bros., and that final payment in the amount of $6,554.87 will be made after acceptance by the Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $222,410.93, of which amount $788.80 represents the amount of force account items. This contract was completed on April 30, 1947 but has not as yet been accepted by the Highway Commission, however, we anticipate that it will be accepted by them at the Commission Meeting to be held the latter part of August.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

7-29-47 gl

Form E-1—5M—7-46

F-320(2)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 26, 1947

Section Mazama Junction - Spring Creek Hill

Kind of work Grading

Highway The Dalles - California

Section prefix 18-1032

Contractor McNutt Brothers

Contract number 2796

Date of contract April 8, 1946

Date of completion December 31, 1946

Date work started May 16, 1946

Estimated date of completion April 30, 1947

Amount of contract $243,501.50

Per cent of time elapsed 145 %

Estimated cost of completed project, exclusive of engineering $222,600.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 19,500.00, 8.0 %

Date project was completed April 30, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was continued on section in preparation for surfacing project. The replacing of centerline has now been completed from the East Diamond Lake Highway to Lobert. Will start setting grades for surfacing during the coming week.

NOTED
H. W. LIBBY

JUL 26 1947

NOTED
E. A. PEASE

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	25.01				
Miles partially completed	25.01				
Miles completed	25.01				
Total estimated quantities	604,000				
Estimated quantities moved or placed to date	514,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair and Warm		
Monday	" " "		
Tuesday	" " "		
Wednesday	Partly cloudy		
Thursday	Fair and Warm		
Friday	Fair and Mild		
Saturday	" " "		

STATE PRINTING DEPT.

RECEIVED
JUN 13 1947
FOR FILING

F-320(2)

[illegible]

P.O. Box 3900
~~xxxxxxxxxxx~~

June 9, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-320(2)
Masama Junction-Lobert Section
The Dalles-California Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Please note that this project is financed with 1946 Federal funds which may lapse on June 30 of this year. It is therefore requested that after signature the agreement be returned with minimum delay to this office so it can be in Washington by June 30.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, plans and specifications for four contracts.

Very truly yours,

W. H. LYNCH
Division Engineer

By:
L. J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
MAY 28 1947
FOR FILING

F: 32c(2)

May 27, 1947

General Casualty Company
Mansfield & Co., Agent
802 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Bros., on contract No. 2796, covering Mazama Junction-Spring Creek Hill Section of ~~the~~ The Dalles-California Highway, in Klamath County. This payment, in the amount of $15,969.15, will be made on or after June 6, 1947. The retained percentage is $6,875.96.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

5-27-47 gl

RECEIVED
FEB 18 1947
FOR FILING

F 320(2)

February 18, 1947

McNutt Brothers
351½ E. Broadway
Eugene
Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 4, 1947, had under discussion your request for an extension of time of 151 days, from December 31, 1946 to May 31, 1947, within which to complete your contract No. 2796 for the Mazama Junction-Spring Creek Hill Section of The Dalles-California Highway, in Klamath County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

cc: Wm.E.Chandler

RECEIVED
JAN 2 1947
FOR FILING

F-320(2)

December 31, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract 2796, Mazama Junction-Spring Creek Hill Section of The Dalles-California Highway, to McNutt Brothers, Contractors, from December 31, 1946, to May 31, 1947.

Unfavorable weather conditions caused work to be suspended as of November 16, and it will be impossible to complete the final finishing on this project until next spring.

I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith

RECEIVED
JUL 10 1946
FOR FILING

F-320(2)

July 8, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of July 5, concerning Price Agreement No. 1 covering the extra clearing on McNutt Brothers' contract for Oregon F-320(2), Mazama Junction-Spring Creek Hill Section of the The Dalles-California Highway.

Our construction requires the relocation of the main trunk line of the Pacific Telephone & Telegraph Company for about a mile in addition to several shorter sections. Arrangements were made during the location for the movement of this pole line, and inasmuch as the Pacific Telephone & Telegraph Company has a permit to operate its pole line through the Indian reservation, it was assured the State would reimburse it for the cost of moving the line.

The clearing of the line should have been shown on the plans and included in the clearing contract, but inadvertently this was left out and a price agreement of $4,000 has been made to cover the cost, which is estimated to be about 22% less than the unit prices on the rest of the contract. The highway right of way was cleared with clearing bulldozers, which is the modern economical way to clear small trees. The additional area would have been cleared the same way had it been included in the original contract and must be cleared the same way under the price agreement; therefore, it does not appear that the question of grubbing has any bearing on the matter since the timber is lodgepole pine and merely pushed over by the bulldozers.

Under the price agreement the clearing will cost $200.00 per acre. Under the contract the clearing would cost about $230.00 per acre, and it is estimated that the clearing on the pole line is 10% heavier than on the highway, since a considerable extent of the clearing in the vicinity of Mazama Junction is quite light and the heaviest clearing lies near the south end of the project. At this season of the year, the contractor must take considerably more care with his burning and his expenses are, therefore, considerably increased. It is not considered that there is anything unreasonable in a price of $200.00 per acre for this type of clearing.

There is no question but that the obligation to move the pole lines rests with the Highway Department, since the Pacific Telephone & Telegraph Company has a permit across the reservation for its main north and south interstate line, and, prior to the letting of the contract, we entered into a signed agreement with it providing for the reimbursement for the cost of rebuilding the line.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

July 5, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Price Agreement No. 1 covering extra clearing for a pole line on the McNutt Bros. Contract for Oregon F-320(2), the Mazama Junction - Spring Creek Hill Section of The Dalles - California Highway has been received and before taking action, we would appreciate further information on the following points:

1. Since the present pole line clearing is not grubbed, it would appear to be unnecessary to provide grubbing on the new line, thereby reducing the cost.

2. Since no provision is made for moving the pole line, it appears that expense is an obligation of the Telephone Company. It seems to follow that if the Company is legally bound to bear the expense of moving that it also should bear the cost of the new clearing.

We would like to be advised as to the status of the Telephone Company right-of-way or franchise for crossing the Reservation.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
JUL 6 1946
OREGON
STATE HIGHWAY COMMISSION

H. G. Smith

RECEIVED
[illegible]
FOR FILING

F 320 (2)

April 24, 1946

McNutt Brothers
351½ E. Broadway
Eugene
Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2796 which was awarded to you on April 8, 1946, by the State Highway Commission covering grading on the Mazama Junction-Spring Creek Hill Section of The Dalles-California Highwa y, in Klamath County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent by Express 4-24-46

Recorded

RECEIVED
APR 10 1946
FOR FILING

F [illegible]-2

April 10, 1946

McNutt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2796, which was awarded to you by the State Highway Commission on April 8, 1946, covering grading on the Mazama Junction-Spring Creek Hill Section of The Dalles-California Highway.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent by Express 4-11-46
[illegible]

RECEIVED
JUN 17 1946
FOR FILING

F320-2

#2796

April 9, 1946

McNutt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission yesterday awarded you the contract for the [illegible] Junction-Spring Creek Hill Section of The Dalles-California Highway, in Klamath County. This award was based on your low bid of $243,901.90 submitted on April 4, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

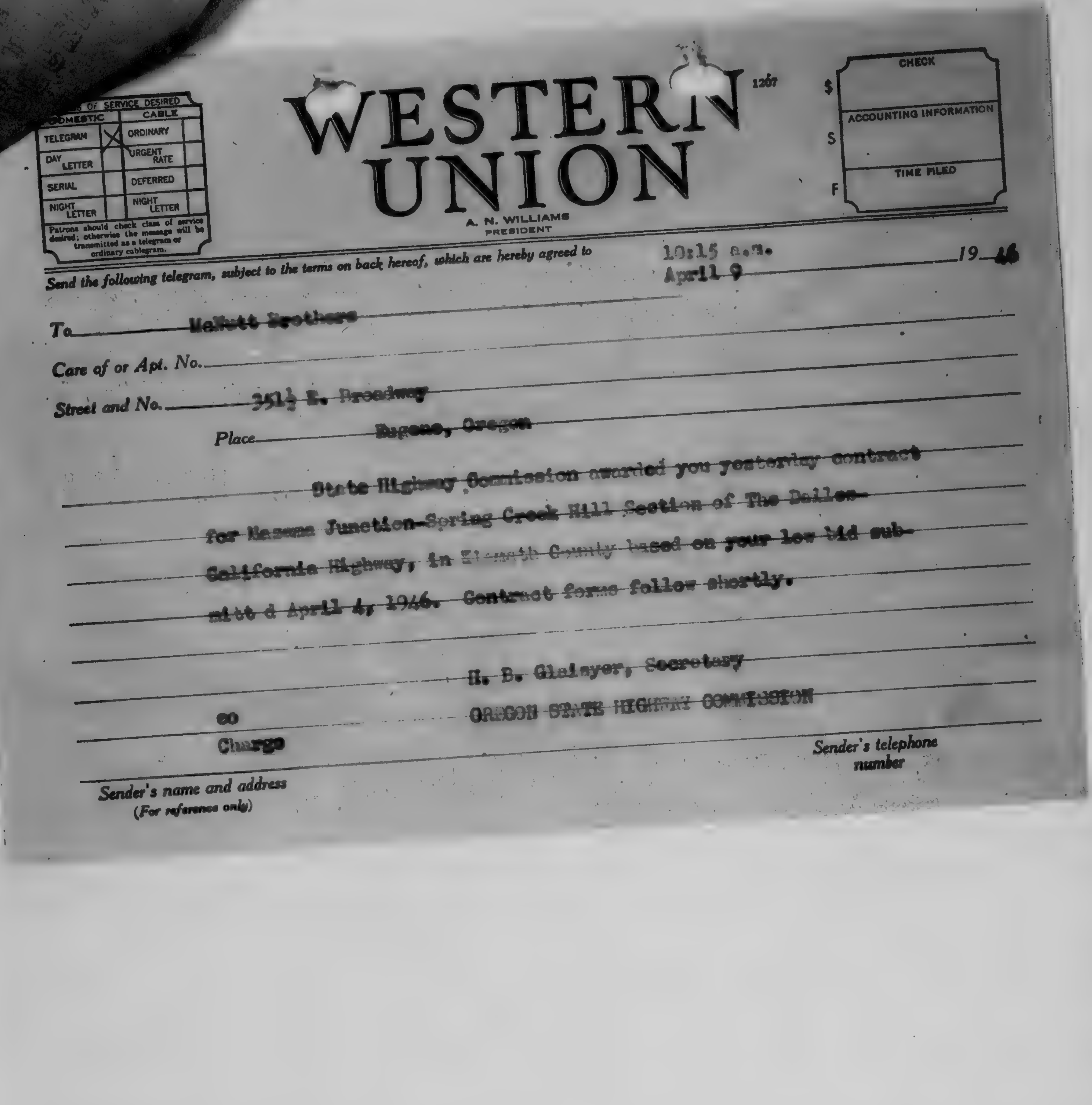
OREGON STATE HIGHWAY COMMISSION

Secretary

cc
Mon.

cc - Mr. S. H. Probert
Mr. G. S. Paxson
Goldie Lewis

ges confirmed



CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1207

$	CHECK
S	ACCOUNTING INFORMATION
F	TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

10:15 a.m.
April 9 19 46

To McNutt Brothers

Care of or Apt. No.

Street and No. 351½ E. Broadway

Place Eugene, Oregon

State Highway Commission awarded you yesterday contract for Mazama Junction-Spring Creek Hill Section of The Dalles-California Highway, in Klamath County based on your low bid submitt d April 4, 1946. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

co
Charge

Sender's name and address
(For reference only)

Sender's telephone number

RECEIVED
APR 13 1946
FOR FILING

F 320-2

April 8, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box #3900
Portland 8, Oregon

Dear Sir:

The following is a telegram received from B. G. Courtright, Superintendent of the Klamath Indian Reservation, Klamath Falls, dated April 5, 1946:

> "RETEL APRIL FIVE SECRETARY'S OFFICE GRANTED AUTHORITY COMMENCE CONSTRUCTION U S 97 KLAMATH RESERVATION"

We are accepting the telegram as authority to enter for highway construction purposes all Indian Lands crossed by Projects F-320 (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

Charge to the account of ______________________ $ ______

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram

WESTERN UNION

1317

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON. APRIL 8, 1946

T. M. DAVIS
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE AWARD CONTRACT TODAY MAZAMA JUNCTION-SPRING CREEK HILL PROJECT TO McNUTT BROTHERS, EUGENE. ALL RIGHTS OF ENTRY ARE ACQUIRED

R. H. BALDOCK, STATE HIGHWAY ENGINEER

WU:TELEGRAM
11:20 A. M.

F-320(2) Spring Cr. Hill-Lobert Sec., 1946
The Dalles-California Hwy.
#2797

C. Williams

RECEIVED FOR FILING

December 29th, 1947

FINAL COST ANALYSIS

Spring Creek Hill-Lobert Section
Contract #2797
F-320 (2)

Grading

The Dalles-California Highway
Prefix 18-1037-201(46)

R. A. Heintz Construction Co., Contractors
Lowell Johnston, Resident Engineer

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing		All			$14,237.65	$25,000.00
St. Excavation, Unclass.	1,067.4	Cu. Yd.	$1.97	$4.00	2,102.78	4,269.60
Gen. Excavation, Unclass.	488,960.4	" "	0.265	0.24	129,641.74	117,350.50
Short Overhaul	1,879,275	Yd. Sta.	0.014	0.01	26,309.85	18,792.75
Long Overhaul	23,843.2	C-Yd. Sta.	0.41	0.30	9,712.41	7,152.96
Rounding Cutbanks	27,300	Lin. Ft.	0.14	0.15	3,822.70	4,095.00
Finishing R/B & Slopes	8.88	Mile	529.70	350.00	4,703.74	3,108.00
Sprinkling	440.2	M/Gal.	2.55	4.50	1,121.60	1,980.90
24" Corr. Metal Pipe	470	Lin. Ft.	3.52	4.00	1,654.40	1,880.00
36" " " "	130	" "	5.97	8.00	776.10	1,040.00
24" Extra Strength Corr. Metal Pipe	440	" "	4.08	4.50	1,795.20	1,980.00
18" Concrete Pipe	2,748	" "	2.97	3.25	8,148.40	8,931.00
Class "A" Concrete	102.93	Cu. Yd.	57.75	55.00	5,944.21	5,661.15
Metal Reinforcement	19,511	Lb.	0.105	0.10	2,048.66	1,951.10
PA #1, Salvaging Surfacing Material	160	Cu. Yd.	0.89	0.60	142.10	96.00
PA #2, Special Trench Excavation, Unclass.	1,501.5	" "	1.22	1.00	1,831.83	1,501.50
PA #3, Cement Adjustment, Favor of State	- 30	Sack		1.07		- 32.10
					$213,993.37	$204,758.36

Total Cost	$213,993.37
Gross Revenue	204,758.36
Net Loss	$9,235.01

Net Loss Equals 4.5% of Gross Revenue

Spring Creek Hill-Lobert

Detail of Cost

Labor:			
Supervision		$23,396.60	
Labor		62,134.07	
State Industrial Accident Insurance		1,924.44	
Social Security & Unemployment Insurance		3,250.17	
			$90,705.28
Materials:			
18" Concrete Pipe	2,652 Lin. Ft. at $2.37	$6,308.64	
18" Corr. Metal Pipe 24" " " " 18" Extra Strength Corr. Metal Pipe		3,237.60	
Cement	155 Bbl. at $4.52	700.60	
Aggregates & Sand	192 Cu. Yd. at $3.44	661.15	
Lumber	11.276 M-FBM at $60.00	676.56	
Reinforcing Steel	19,484 Lb. at $0.0645	1,256.89	
			12,841.44
Equipment Rentals & Miscellaneous:			
Equipment Rental		$65,052.89	
Rented Equipment		7,225.15	
Gas, Oil & Grease		11,845.01	
Explosives (44,050 Lb.)		5,739.26	
Drill Steel & Bits		1,271.96	
Freight & Cartage		4,901.88	
Welding Rod, Acetylene & Oxygen		1,150.26	
Cable for Scrapers, Shovel Etc.		627.69	
Small Tools & Miscellaneous		1,592.51	
Bond		1,535.69	
Home Office & General Overhead		4,136.00	
			105,078.30
Work Done by Hired Truck on Water Haul			900.00
Work Done by Lockyear & White on Construction of Box Culvert			4,468.35
Total Cost.			$213,993.37

Remarks:

This was a "Regular Federal Aid Project" calling for the construction of 8.88 miles of highway roadbed and of three reinforced concrete cattle passes. The project was bid April 15th, 1946, awarded to the contractor April 15th, work was started May 6th, 1946 and completed May 24th, 1947.

Clearing operations were handled by two D8 tractors and dozers, one power saw and from four to ten laborers and fallers. The bulk of the clearing was completed prior to the starting of the grading operations, the remainder being handled intermittently by the same crew that placed pipes, rounded banks, etc. As a considerable portion of the area to be cleared consisted of small pine and underbrush which could be handled by the tractors without excessive hand labor, the contractor was able to show a considerable profit for this item.

Grading was either very good or very bad in regard to output and to costs. A considerable portion of the material was handled during the spring and summer of 1946 by tractor, dozers, carryalls and Terra Cobra units at a considerably lower cost than that bid by the contractor. However, the remainder of the common excavation handled during the fall and winter months moved very slow and the average costs were higher than anticipated by the contractor. The remainder of the material consisting of two solid rock cuts and parts of several other cuts required drilling and shooting. For this phase of construction the contractor seems unable to properly handle the material in the most economical way due to the facts that he owns no equipment for handling solid rock and his supervision was very bad. This same feature showed very clearly on previous work and is again showing on his present contracts. Solids were handled with hired compressors, shovel, trucks and Athey wagons.

The building of the reinforced concrete box culverts was done by Lockyear and White with the contractor buying all materials and paying the difference to the amount of the contract bid items. Overhead and bond costs for these items averaged 5% to the contractor.

This project had good supervision except on solid rock grading, excellent equipment and except for the extremely high cost for excavating solids would have shown a good profit, but this cost resulted in a small loss.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
SEP 26 1947
FOR FILING

F-320(2)

2797

September 25, 1947

Mr. R. A. Heintz
R. A. Heintz - Construction
8101 N. E. Union Avenue
Portland 11, Oregon

Dear Mr. Heintz:

This acknowledges receipt of your letter of September 24, 1947, inquiring concerning the delay in receiving your final settlement check for work performed in connection with construction of the Spring Creek Hill-Lobert Section of The Dalles-California Highway, in Klamath County, State Highway Contract No. 2797.

I have checked with the Accounting Department and find that the final voucher, in the amount of $6,010.25, is being forwarded to you today for signature. You should receive it not later than Saturday of this week.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

eo

R. A. HEINTZ . . . CONSTRUCTION

PHONE: TRINITY 1172
8101 N. E. UNION AVENUE
PORTLAND 11, OREGON

September 24, 1947

State Highway Commission,
Salem, Oregon

Gentlemen:

Some months ago, this company completed work on Contmact 2797, the Spring Creek Hill-Lobert Section of the Dalles-California Highway. We realize that the final estimate was delayed in computation until the assembling of material cost information was submitted and quantities used compiled.

However, we have not yet received any indication as to the final estimate figure and believe that we are not unreasonable in requesting final action in the near future.

We would appreciate your advice as to when we can expect our settlement check on this project.

You rs very truly,

R A Heintz
R. A. Heintz

[illegible] TO
Robert
BY SECRETARY

prepare reply

$6,010.25

RECEIVED
SEP 25 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 26 1947
FOR FILING
F-320(2)

2797

September 25, 1947

Mansfield and Company, Agents
General Casualty Company of America
302 Lewis Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2797 for work on the Spring Creek Hill-Lobert Section of The Dalles-California Highway in Klamath County has been completed by the contractor, R. A. Heintz-Construction, and that final payment in the amount of $6,010.25 will be made on or after October 6, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $204,758.36 and that no force account work was performed therein. This contract was completed on December 31, 1946 and accepted by the Commission on May 31, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

Secretary

dr

NOTED ON CARD
9-25-47

RECEIVED
SEP 12 1947
FOR FILING

F-320(2)

September 4, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 3 to establish the price of cement on the Spring Creek Hill-Lobert Section of The Dalles-California Highway in Klamath County, Contract No. 2797, in connection with Federal Aid Project No. F-320 (2).

Very truly yours,

W. C. Williams
Ass't State Highway Engineer

DBP:[illegible]
Encl.

RECEIVED
JUL 21 1947
FOR FILING

F-320 (2)

July 17, 1947

General Casualty Company
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. A. Heintz Construction on contract No. 2797, covering the Spring Creek Hill-Lobert Section of the The Dalles-California Highway, in Klamath County. This payment, in the amount of $17,818.55, will be made on or after July 28, 1947. The retained percentage is $6,146.85.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

7-17-47 gl

Form E-1—5M—7-46

[illegible]

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 14, 19 47

Section Spring Creek Hill - Lobert
Kind of work Grading
Highway The Dalles - California
Section prefix 18-1037
Contractor R.A. Heintz - Const.
Contract number 2797
Date of contract April 15, 1946
Date of completion Dec. 31, 19 46
Date work started May 6, 1946
Estimated date of completion May 27, 19 47
Amount of contract $ 208,473.00
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering $ 204,862.86
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, $ 13,600, 6.5 %
Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed final estimate on this job on Monday and turned the final in to the Division Office on Tuesday, June 10.

Mr. Schwiesow, of the P.R.A., inspected the job on Thursday.

Party completed setting Right of Way pins on the job this week.

Final report on this job.

NOTED
[illegible]

JUN 1[illegible] 1947

NOTED
H. W. LIBBY

Signed

Address Chiloquin, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
PORTLAND 8, OREGON

RECEIVED
JUN 13 1947
FOR FILING

F-320(2)

June 9, 1947

2717

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-320(2)
Mazama Junction-Lobert Section
The Dalles-California Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Please note that this project is financed with 1946 Federal funds which may lapse on June 30 of this year. It is therefore requested that after signature the agreement be returned with minimum delay to this office so it can be in Washington by June 30.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, plans and specifications for four contracts.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Canfield
L. J. Canfield
Principal Highway Engineer

Encls.

RECEIVED
JUN 10 1947
STATE HIGHWAY COMMISSION

Form E-1—5M—7-46

F-320(2)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 7, 1947

Section Spring Creek Hill - Lobert

Kind of work Grading

Highway The Dalles - California

Section prefix 18-1037

Contractor E.A. Heintz - Const.

Contract number 2797

Date of contract April 15, 1946

Date of completion Dec. 31, 1946

Date work started May 6, 1946

Estimated date of completion May 27, 1947

Amount of contract $ 208,473.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 208,473.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 12,700, 5.9 %

Date project was completed May 27, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Continued work in office this week on final estimate. It is practically completed and expect to submit the final to the Division office on next Tuesday, June 10.

NOTED RAY WEDD[illegible]

NOTED [illegible] SMITH

JUN 9 1947

NOTED

NOTED H. W. LIBBY

Signed

Address Chiloquin, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.88				
Miles partially completed	0				
Miles completed	8.88				
Total estimated quantities	485,000				
Estimated quantities moved or placed to date	485,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	Showers		
Wednesday	"		
Thursday	"		
Friday	Rain		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
MAR 26 1947
FOR FILING

F 320 (2)

March 17, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 2 covering the excavation for irrigation ditch between Station 2898+75 to 2909+90 and Station 2912+20 to 2920+20 on the Spring Creek Hill-Lobert Section of The Dalles-California Highway in Klamath County, Contract No. 2797, in connection with Federal Aid Project No. F-320 (2).

It was found that the ditch, if constructed as indicated by the plans, would not be water tight. The only practical plan was to construct and compact the embankment in its entirety and then excavate the irrigation ditch.

Very truly yours,

R. H. Baldock
State Highway Engineer

DHP:BM

Encl.

RECEIVED
FEB 18 1947
FOR FILING

F-320(2)

February 18, 1947

R. A. Heintz-Construction
8101 N. W. Union Avenue
Portland 11
Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 4, 1947, had under discussion your request for an extension of time of 151 days, from December 31, 1946 to May 31, 1947, within which to complete your contract No.2797 for the Spring Creek Hill-Lobert Section of The Dalles-California Highway, in Klamath County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

cc: Wm. E. Chandler

RECEIVED
DEC 28 1946
FOR FILING

F-320-2

December 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2797, Spring Creek Hill-Lobert Section of The Dalles-California Highway, F-320 (2), to R. A. Heintz Construction Company, Contractor, from December 31, 1946, to May 31, 1947.

Practically all the work on this project has been completed, with the exception of final finishing operations which the contractor has not been able to do because of extremely heavy rains and snow conditions. Delay of the finishing until next spring will undoubtedly be of benefit to the State, and I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith

RECEIVED
DEC 16 1946
FOR FILING

E 322-2
#2797

December 14, 1946

Mr. B. G. Courtright, Superintendent
Klamath Indian Agency
Klamath Agency, Oregon

Dear Mr. Courtright:

Since we did not hear from you immediately after our letter of October 5, we considered that you had acquiesced in our decision not to build the cattle pass at Station 3807 on the Kirk property on the Spring Creek-Lobert Section of the Dalles-California Highway.

At the present time the grading has been completed and, were the pipe to be installed now, it would cost considerably more than when we wrote our letter on October 5. I realise that Indian owners do not always appreciate the cost involved in something which they feel necessary, but that seems to me to be more reason why we should be careful not to establish a precedent to give cattle passes for every small increment of land. To give a cattle pass for a 40-acre tract of land would be establishing a very expensive precedent.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith
W. E. Chandler

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF INDIAN AFFAIRS
FIELD SERVICE

Klamath Agency, Oregon
December 3, 1946

Oregon State Highway Commission
Salem, Oregon

Attention: R. H. Baldock

Gentlemen:

This will refer to our telegram of October 1 and your reply of October 5 relative to a proposed change or installation of a cattle-pass at Station 3207 on the Kirk property along the Spring Creek-Lobert section of the Dalles-California highway.

Since it was not possible to install the cattle-pass at this station, we made efforts to have a suitable metal pipe installed so that cattle may have access to the isolated 40 acres west of the highway. We understand that one or two 24" culverts were finally installed. The Indian owner is not entirely satisfied with this arrangement and still insists that a larger pipe be installed, preferably a six-foot metal pipe or culvert so that he may be able to utilize the land lying west of the right-of-way. If this is at all possible we would appreciate your assistance in securing this culvert and thereby meet the demand although it appears that the committee overlooked this culvert or was not advised of it until our wire of October 1 requesting this addition.

Anything you can do to a favorable settlement will be of much benefit to the owners to enable them to use this land for farming and pasture.

Yours very truly

B. G. Courtright

B. G. Courtright
~~Superintendent~~

TH:rho
CC-Jesse L. Kirk

RECEIVED
OCT 8 1946
FOR FILING

F-320-2

October 5, 1946

Mr. B. G. Courtright, Superintendent
Klamath Indian Agency
Klamath Agency, Oregon

Dear Sir:

Reference is made to your wire of October 1, requesting that we authorize a cattle pass at Station 3207 on the Spring Creek-[illegible] Section of The Dalles-California Highway on the Kirk property.

A study of the right-of-way negotiations does not indicate that a pass was contemplated at this place when the appraisals and severance damages were set up for this property. As you will recall, we had extensive negotiations concerning the number of cattle passes required on this project, and we finally allowed four passes which have been installed. The contractor has not planned on this pass, and the concrete subcontractors have already finished their portion of the job. It would require the contractor to assemble a new concrete crew, which would make the cost of the pass about $4,000. Our authority does not extend to the incurring of such an unusual expense after the right-of-way negotiations have been completed and a definite price agreed upon.

We are very fearful, however, of establishing a precedent by which every Indian allottee will expect to have an individual cattle pass. It is our practice to grant cattle passes only where there are large acreages involved, and as part of a right-of-way consideration at the time options are taken, as it is not financially possible to install passes for every small holding.

Very truly yours,

R. H. Baldock
State Highway Engineer

aj

cc H. G. Smith
W. E. Chandler

OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

=(07).

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

A. N. WILLIAMS, CHAIRMAN OF THE BOARD
JOSEPH L. EGAN, PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRC 103 25 GOVT=KLAMATH AGENCS ORG 1 952A

OREGON STATE HIGHWAY COMM=

1946 OCT 1 AM 10 09

=ATTENTION RIGHT OF WAY DEPT REQUEST AUTHORIZE CONTRACTOR INSTALL SUITABLE CATTLE PATH NEAR STATION 3207 INDIAN ALLOTMENT NO 288 ON RELOCATED HIGHWAY 97 KLAMATH RESERVETION=

=B G COURTRIGHT SUPT=

3199 - 3245
allotment 119080

.3207 288 97=(

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
AUG 29 1946
FOR FILING

F - [illegible]
Contract 219

August 28, 1946

Lockyear & White, Inc.
4136 - 40th S. W.
Seattle 6, Washington

Gentlemen:

In answer to your claim, addressed to the Oregon State Highway Commission, for 34 cubic yards of concrete at $39.00 per cubic yard, total $1,326.00, on account of underrun on concrete yardage on the Spring Creek Hill-Lobert and Spring Creek Hill Sections of The Dalles-California Highway, I wish to advise that the State Highway Department can deal only with the principal with whom we have a written contract, and any claim which you have must be submitted by the general contractor for whom you were working.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

LOCKYEAR & WHITE, INC.
4136 - 40th S. W.
Seattle 6, Wash.

AUG 1946

July 27, 1946

Mr. L. A. Johnston
Resident Engineer
Chiloquin, Oregon

Dear sir:

When we estimated the cattle passes on the Spring Creek Hill, Lobert Section of the Dalles-California Highway for M. A. Heinz Construction Company and the cattle pass on the Spring Creek Hill Section for Strong & McDonald Construction Company we used the net quantities, as shown on the plan, in preparing our bid. We find that the net concrete yardage on the plan is 174 yards and that the actual yardage in these structures is 140 yards. Our miscellaneous, form material, labor, overhead, moving in, equipment and profit were prorated over what was shown on the plan as the net yardage. These items came to a total of $39.00 per cubic yard.

Our concrete materials and mixing and placing were also prorated over the quantities as shown on the plans. However, there was no loss involved in these items, which totalled $16.00 per yard.

We are attaching a bill to cover this loss.

Yours very truly,

LOCKYEAR & WHITE, INC.

By Harold Lockyear
Treasurer

HL/ll

RECEIVED
1946
OFFICE OF

LOCKYEAR & WHITE, INC.
4136 - 40th S. W.
Seattle 6, Wash.

AUG [illegible] 1946

July 27, 1946

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The following is a statement of amount due us as a result of incorrect information given on the plan:

34 Cubic yards of concrete at $39 per yard -- $1326.00.

Yours very truly,

LOCKYEAR & WHITE, INC.

By Harold Lockyear
Treasurer

HL/11

RECEIVED
[illegible] 1946
OFFICE OF
[illegible] ENGINEER

RECEIVED
JUL 2 1946
FOR FILING

F 320-2

#2797

June 29, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work covering the resurfacing and oiling from Stations 70 to 79, on the Chiloquin Secondary Highway in Klamath County, at the site of the Chiloquin Bridge, Station 3044, on The Dalles-California Highway in connection with Federal Aid Project No. F-320 (2).

Grading on this portion of the Chiloquin Highway in being done under Contract No. 2797, Spring Creek Hill-Lobert Section. Resurfacing and oiling is required to replace the bituminous macadam surfacing destroyed by the new work.

Very truly yours,

R. H. Baldock
State Highway Engineer

DEP:GS
Encl.

RECEIVED
JUN 13 1946
FOR FILING

F 320-2

June 3, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 1, covering the salvaging of surfacing materials, Stations 70 to 79, on the Spring Creek Hill-Lobert Section of The Dalles-California Highway in Klamath County, Contract No. 2797, in connection with F. A. Project No. F-320 (2).

The materials salvaged will be stockpiled and used in surfacing after grading is completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS

Encl.

RECEIVED
MAY 21 1946
FOR FILING

E 320-2

Spring Cr – Probert

May 20, 1946

The California Oregon Power Company
Klamath Falls, Oregon

Gentlemen:

This is your authority to bill us for the actual cost of adjusting your poles No. 14/29 and 16/29, Line #11, and distribution pole A-447, in accordance with your letter of May 8, 1946.

Very truly yours,

R. H. Baldock
State Highway Engineer

CC: S. H. Probert
H. G. Smith
Wm. E. Chandler

aa

C
O
P
Y

THE CALIFORNIA OREGON POWER COMPANY

Klamath Falls, Oregon

May 3, 1946

Mr. W. E. Chandler, District Engineer
Oregon State Highway Commission
Bend, Oregon

Dear Mr. Chandler:

When you were in Mr. H. P. Bosworth's office on April 29, 1946, you asked that we prepare a plan and cost estimate to provide for re-arrangment of an electric transmission line and of a distribution line at proposed undercrossings of the new section of The Dalles-California highway from Williamson River North by Sun Mountain. At your suggestion, our estimator reviewed these two proposed under-crossings with Mr. Lowell Johnston, your resident engineer at Chiloquin, and as a result the following work is planned to provide proper vertical clearance for conductors or to relocate according to the new highway right of way.

1. Our Line #11 poles No. 14/29 and 15/29 will be replaced by taller poles in a similar location to provide vertical clearance. Transmission and distribution conductors will be transferred to the new poles. One new distribution pole will be set to carry low voltage wires across the new highway right of way to a church. (South of Chiloquin).

2. Distribution pole A-447 will be replaced by a 65-foot pole located in line, 73.5 feet to the West in conformity to the new Westerly right of way line. (West of Chiloquin).

We estimate that at the present cost of materials and other expense, the cost of this work will be $552.10. Included are labor and transportation expense involved in installation of new material and equipment, transfer of existing equipment where possible and removal of poles or materials which are to be eliminated. Salvage credit has been allowed.

You may consider this as the figure for actual billing of this expense or if you wish, billing will be made on actual costs, whether greater or less. We reserve the right, of course, to revise the amount of the estimate if it is to be used for billing purposes, should increased material prices or labor develop before we are authorized to proceed.

Yours very truly,

(Sgd) S. I. Ritchey
Assistant District Manager

RECEIVED
MAY 15 1946
OFFICE OF
CONSTRUCTION ENGINEER

SIR:ltm

RECEIVED
MAY 23 1946
FOR FILING

F 320-2

May 10, 1946

Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Attention of Mr. T. H. Davis:

Gentlemen:

Subject: Chiloquin Overcrossing and
Spring Creek Bridge
Project No. F-320 (2)

Attached hereto find data to support our 1946 estimate of cost to construct the above named project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc. G. S. Paxson

blk

RECEIVED
MAY 6 1946
FOR FILING

F 320-2

May 4, 1946

R. A. Heintz-Construction
8101 N.E.Union Avenue
Portland 11, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2797 which was awarded to you on April 15, 1946 by the State Highway Commission, covering grading on the Spring Creek Hill-Lobert Section of The Dalles-California Highway in Klamath County.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent Express 4-5-46

Recorded

RECEIVED
APR 22 1946
FOR FILING
F-320(2)

April 22, 1946

R. A. Heintz-Construction
8101 N. E. Union Avenue
Portland 11, Oregon

Gentlemen:

Under separate cover we are returning to you four copies of Contract No. 2797, covering grading on the Spring Creek Hill-Lobert Section of The Dalles-California Highway.

These contracts are being returned for the signature of Adam Ace Heintz, copartner in the R. A. Heintz-Construction, as it is necessary that each member of a partnership sign the contract. You will note that this requirement is mentioned in the instructions contained on the pink slips which were furnished to you at the time the contracts were sent to you for execution.

Please return all copies of the contract promptly.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

RECEIVED
JUN 17 1946
FOR FILING

F320-2

#2797

April 16, 1946

R. A. Heintz Construction Company
8101 N. E. Union Avenue
Portland 12, Oregon

Gentlemen:

Confirming my telegram to you of April 15, the State Highway Commission yesterday awarded to you the contract for the Spring Creek Hill-Lobert Section of The Dalles-California Highway, in Klamath County. This award was based on your low bid of $208,473 submitted on April 5, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Enc.

cc - Mr. S. H. Probert
Mr. G. S. Paxson
Goldie Lewis

got confirmed

SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER	X	NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

File

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1207

	CHECK
$	
	ACCOUNTING INFORMATION
S	
	TIME FILED
F	

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

4:50 p.m.
April 15 1946

To R. A. Heintz Construction Company

Care of or Apt. No.

Street and No. 8101 N. E. Union Avenue

Place Portland 12, Oregon

State Highway Commission awarded you today contract for Spring Creek Hill-Lobert Section of The Dalles-California Highway Klamath County based on your low bid submitted April 5, 1946. Contract forms follow shortly.

H.B. Glaisyer, Secretary
Oregon State Highway Commission

co
Charge

Sender's telephone number

Sender's name and address
(For reference only)

RECEIVED
APR 18 [illegible]
FOR FILING

F 320-2

April 16, 1946

R. A. Heintz Construction Company
8101 N. E. Union Avenue
Portland 12, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2797 which was awarded to you by the State Highway Commission on April 15, 1946, covering grading on the Spring Creek Hill-Lobert Section of The Dalles-California Highway, in Klamath County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secreta ry

gl

Sent by express 4-16-46
Received

RECEIVED
1 194
FOR FILING

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1223

(25)

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1946 APR 15 AM 11 37

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA91 27/26 GOVT 1 EXTRA=WUX PORTLAND ORG 15 1120A

R H BALDOCK STATE HIGHWAY ENGINEER=

REYOURTEL ALL RIGHT ENTRY ACQUIRED SPRING CREEK HILL LOBERT PROJECT F-320/2/. HEREBY CONCUR TODAY IN AWARD CONTRACT TO LOW BIDDER R A HEINTZ CONSTRUCTION COMPANY=

T DAVIS PRA PORTLAND OREGON.

.F-320/2/ CONF.

Care of or Apt. No. PUBLIC ROADS ADMINISTRATION

Street and No.

Place PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD CONTRACT MONDAY FOR SPRING CREEK HILL-LOBERT PROJECT TO R. A. HEINTZ CONSTRUCTION COMPANY. ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED

R. H. BALDOCK, STATE HIGHWAY ENGINEER

WU:NIGHT LETTER

10:00 A. M.

Sender's name and address
(For reference only)

Sender's telephone number

21-1018 Ocean Lake Section
Oregon Coast Highway 1946

#2798

Frios

RECEIVED
MAR 5 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

21-1018

March 1, 1947

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	2523	2798	7-final	T. W. Thomas	Wt.# 30466	Am't 6,370.46	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

We have on file your acceptance notice on this job.

aaw

NOTED ON CARD
3-4-47 g.l

ACCOUNTING DIVISION

By ________
Bookkeeping Dept.

Approved ________
Secretary

OCEANLAKE

Contract 2798 Prefix 21-1018

#2798

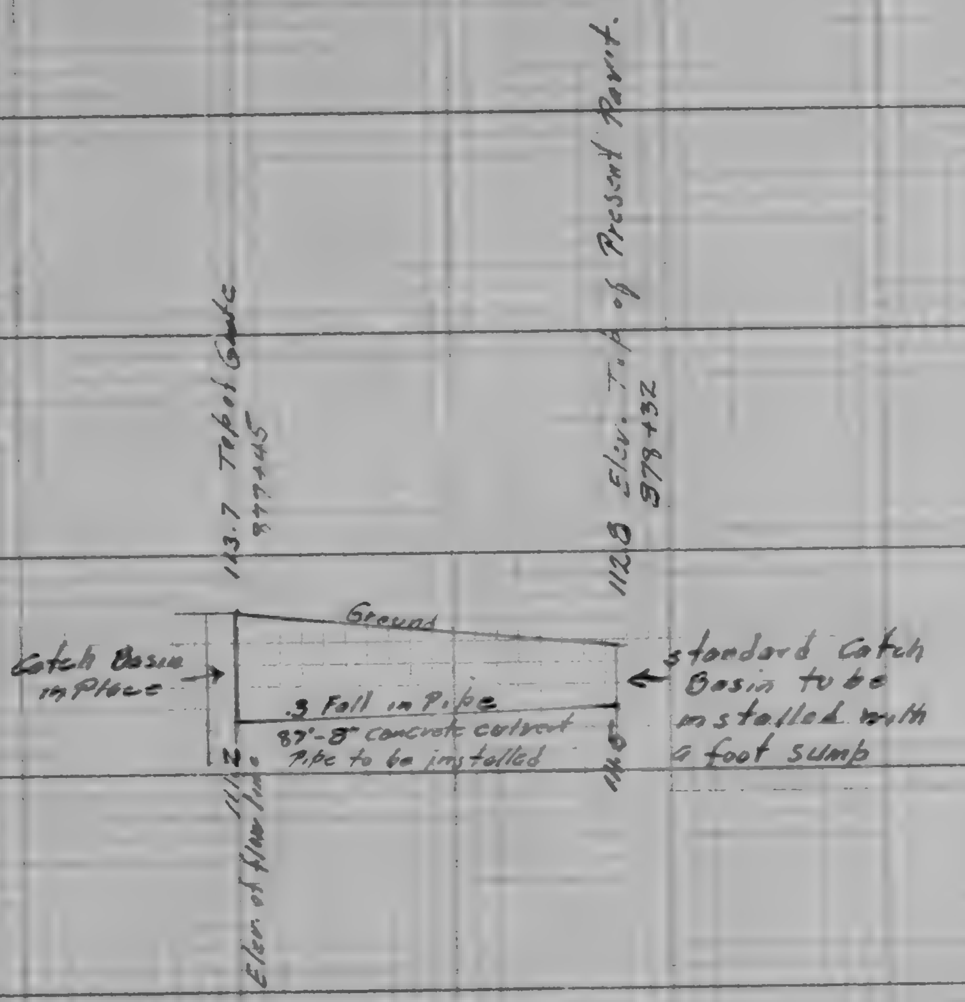
21-1018

Note

Pipe to be installed should be 8 inch Concrete Culvert due to the lack of Cover on the South End.

Also Catch Basin should have at least a foot sump to catch sediment which comes down Oregon Street.

I think that by Conecting to the Catch Basin as shown will eliminate the trouble and will be with much Less Cost than to Extend the 12" Sewer.

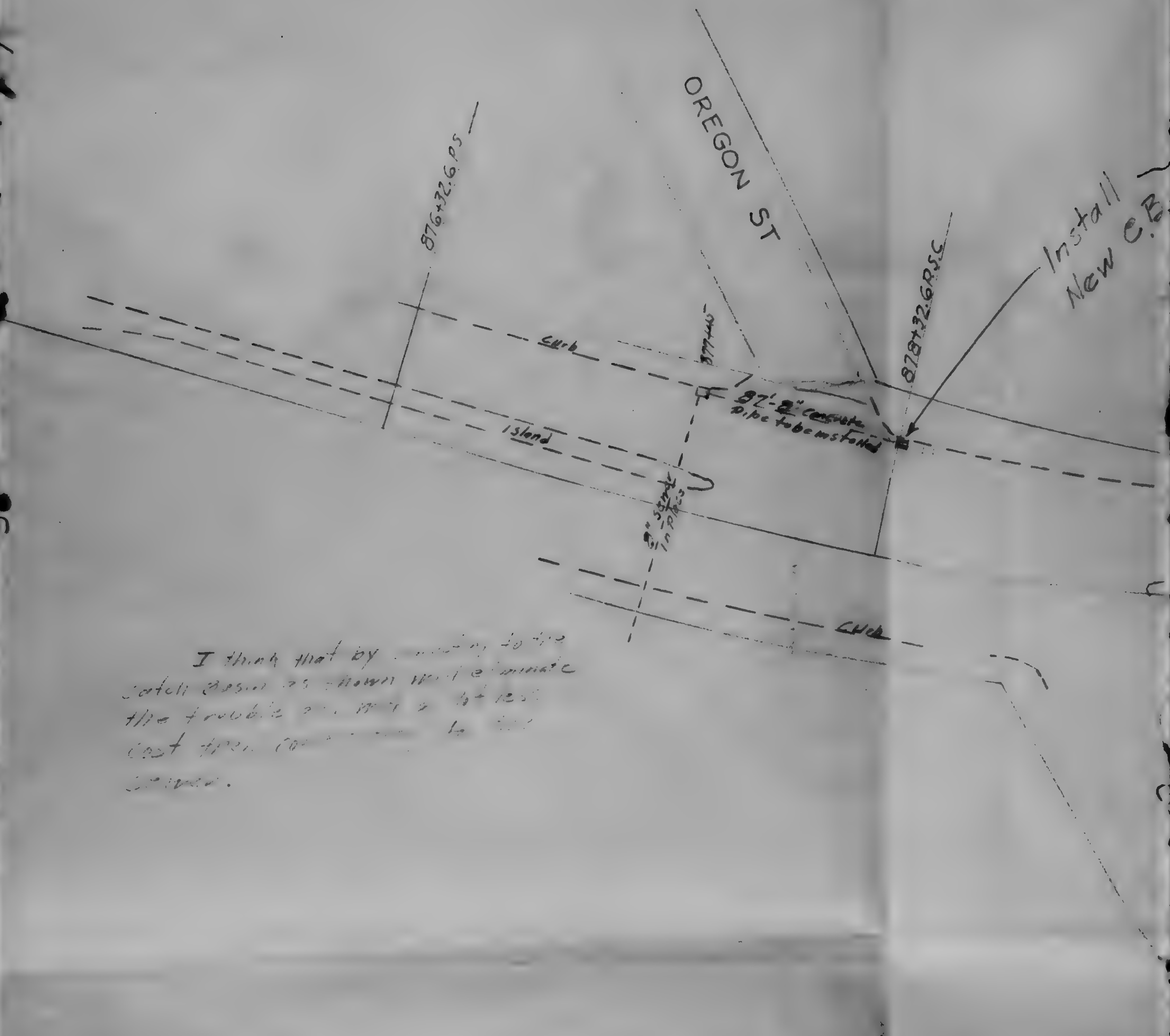

113.7 Top of Grade
877+45
112.8 Elev. Top of Present Pavmt.
878+32
Ground
Catch Basin in Place
.3 Fall in Pipe
87'-8" concrete culvert Pipe to be installed
111.2
Elev. of flow line
111.0
Standard Catch Basin to be installed with a foot sump

PRINTED IN U.S.A.
ON 100% RAG PAPER MADE IN U.S.A.

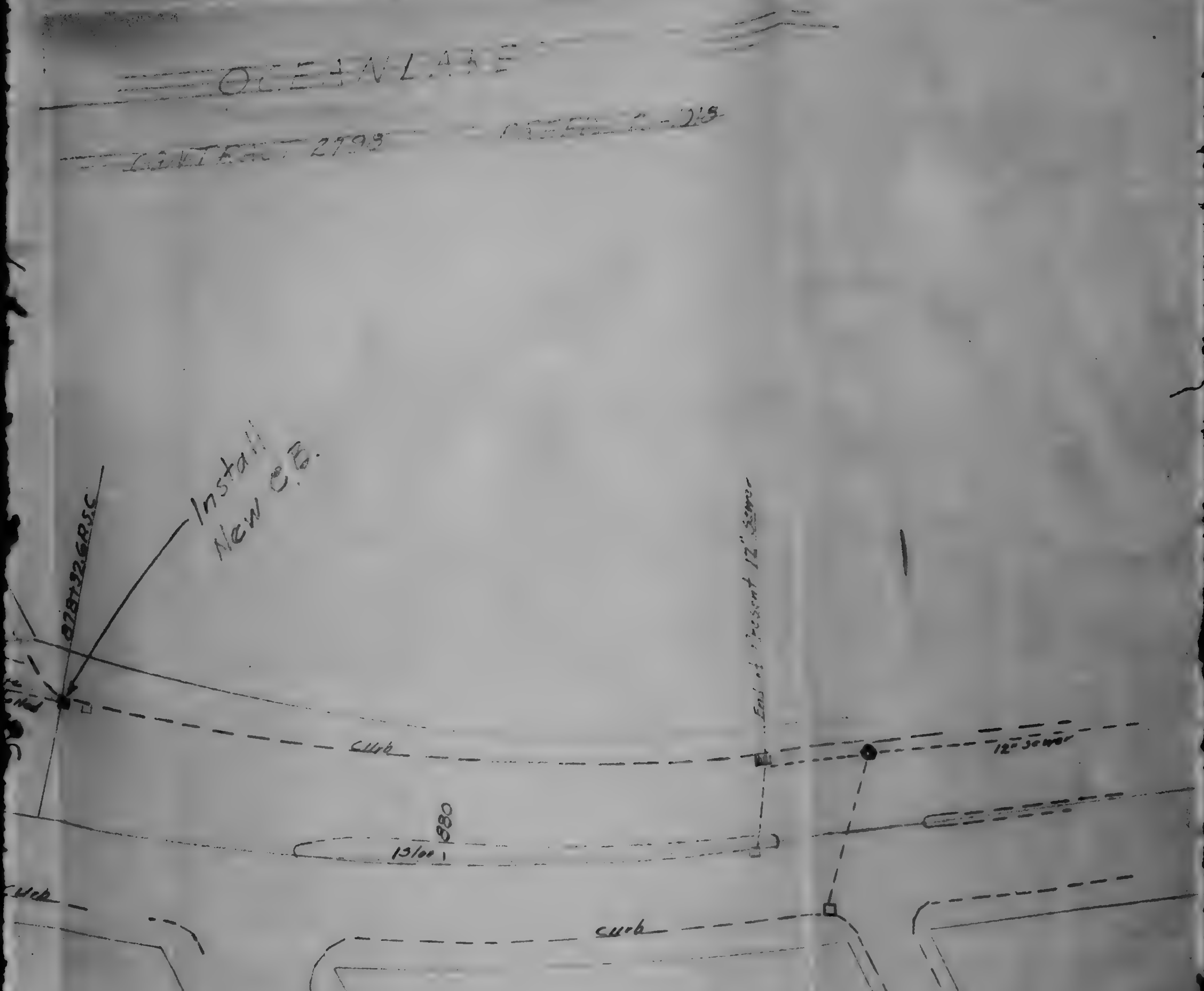
"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO.

XED
947
LING

CONTRACT


OREGON ST
876+32.6 PS
878+32.6 PSC
877+40
Curb
Island
87'-2" Concrete pipe to be installed
2" Stand in place
Curb
Install New C.B.

I think that by [illegible] to the catch basin as shown will eliminate the trouble [illegible] at less cost than [illegible] to the sewer.


OCEAN LANE
CONTRACT 2799
Install New C.B.
0281+92.6RSC
End of Present 12" Sewer
12" sewer
curb
1300
880
curb
curb
COLUMBUS ST.

RECEIVED
FEB 15 1947
FOR FILING

21-1018

Feb 12, 1947

Oregon State
Highway Commission
Salem

Dear Sir:

In regards to your letter on Feb 7, 1947 refering the claim against the sign damaged on Sept. 24, 1946. We have come to a agreement and a ful settlement has been made. Made by T. W. Thomas contractor no. 2798.

Yours truly
H. Schlickenmayer

NOTED
RALPH EGGSTAFF

NOTED ON CARD
2-14-47 [illegible]

REFERRED TO
[illegible]
BY SECRETARY

record [illegible]

RECEIVED
FEB 14 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 7 1947
FOR FILING

21-1018

February 7,1947

Mr. H. Schlichenmayer
Box 212
Oceanlake
Oregon

Dear Sir:

You are hereby notified that the State Highway Commission is prepared to make final payment to T. W. Thomas on Contract No. 2798, for work done on the Oceanlake Section of the Oregon Coast Highway in Lincoln County, on or after February 17, 1947.

This notice is being sent you because we have not been advised of a settlement of your claim against the above contractor, under date of September 24, 1946, for alleged damage to a sign owned by you.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
2-7-47,g8

RECEIVED
FEB 7 1947
FOR FILING

21-1018

February 7, 1947

Maryland Casualty Co.
Mansfield & Company, Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2788 for work on the Oceanlake Section of the Oregon Coast Highway, in Lincoln County, has been completed by the contractor, T. W. Thomas, and that final payment in the amount of $6,370.46, will be made on or after February 17, 1947.

There is a claim against this project made by Mr. H. Schlichenmayer for damage to a sign, no amount stated, of which you were notified on September 26, 1946. To date we have not been advised of any settlement of this claim.

For your information we wish to advise that the total contract amount is $159,323.00, of which amount $212.90 represents the amount of force account items. This contract was completed on September 25 and accepted by the Commission on October 29, 1946.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
2-7-47 gl

cc: T. W. Thomas
Imperial Hotel
Portland 5, Oregon

RECEIVED
JAN 4 1947
FOR FILING

21-1018

January 3, 1947

Maryland Casualty Co.,
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to T. W. Thomas, on contract No. 2798, covering grading and surfacing on the Oceanlake Section of the Oregon Coast Highway in Lincoln County. This payment, in the amount of $7,961.89, will be made on or after January 13, 1947. The retained percentage is $4,111.94.

There is a claim filed against this project by Mr. H. Schlichenmayer of which you have been previously notified, and we have not been advised that the claim has been settled.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
1-3-47 gl

Form E-1—5M—7-46

21-1018

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 21, 1946, 19

Section Oceanlake

Kind of work Grading, Surfacing & Oiling

Highway Oregon Coast

Section prefix 21-1018

Contractor T. W. Thomas

Contract number 2798

Date of contract April 15, 19 46

Date of completion Nov. 30, 1946, 19

Date work started A pril 24, 1946, 19

Estimated date of completion , 19

Amount of contract $ 132,810.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 132,810.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 9200, 6.92 %

Date project was completed Sept. 25, 19 46

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is all complete except for finishing the profile and map.

The estimate has been turned in.

Folston, Bartel and Van Orden will be off next week taking vacation and exchange time.

NOTED

NOTED

RECEIVED 23 1946

Signed J E Folston

Address Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.19	1.19		1.19	
Miles partially completed					
Miles completed	1.19	1.19		1.19	
Total estimated quantities	30800	16700		3300	
Estimated quantities moved or placed to date	29393.8	17,023		3344.5	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
SEP 27 1946
FOR FILING

21-1018

File

#2798

September 26, 1946

Mr. H. Schlichenmayer
Box 212
Oceanlake, Oregon

Dear Mr. Schlichenmayer:

We acknowledge receipt of your letter of the 23rd in which you state that you have a claim against the contractor performing the grading and surfacing work in Oceanlake in connection with our contract No. 2798.

In order that you may know the procedure to be followed for the protection of your claim, we furnish the following information which we trust you will find useful.

In connection with all State Highway work, the successful bidder is required to furnish to the State a surety bond for the protection of claimants, and to guarantee the satisfactory completion of the contract. In order to hold the bonding company responsible and liable for payment of a claim, the claimant must file a notice with the Secretary of State prior to the expiration of a period of six (6) months from the date of completion of the contract and formal acceptance of the contract by the State Highway Commission. If the notice is not filed with the Secretary of State within that period of time, the bonding company is then relieved of its responsibility and the claimant must look to the contractor alone for satisfaction of a claim. A mimeographed copy of the forementioned law is enclosed for your information.

The contractor who is performing the grading and surfacing work in connection with the Oceanlake Section (Contract No. 2798) is T.W. Thomas, whose address is c/o Imperial Hotel, Portland 5, Oregon.

The official title of this particular project is "Grading and Bituminous Macadam Surfacing, Oceanlake Section, Oregon Coast Highway, Lincoln County, State Highway Contract No. 2798".

The bond furnished by the contractor was written by the Maryland Casualty Company, for whom Mansfield and Company, 302 Lewis Building, Portland 4, Oregon, are the local agents.

Mr. H. Schlichenmayer
Page 2
September 26, 1946

In addition to the filing of your claim with the Secretary of State, I would suggest that you also file a copy of it with the bonding company so that they may be informed and can make such investigations as may appear necessary.

Following our usual procedure, I am bringing your claim to the attention of the bonding company.

Trusting that you will receive satisfaction by following the above described procedure, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

W
2 Encls:
1 - Ltr. to Mansfield & Co.
1 - Mimeo copy of Chap. 44, Arts 1 & 2, "Pub. Contr. & Empl. Thereunder"

c.c. Mansfield & Co.
302 Lewis Bldg.
Portland 4, Ore.

T.W. Thomas
c/o Imperial Hotel
Portland 5, Oregon

NOTED ON CARD
9-27-46 gl

2798

September 26, 1946

Mansfield and Company
302 Lewis Building
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a letter received recently from H. Schlichemmayer, Box 212, Oceanlake, Oregon, regarding a claim against T.W. Thomas, in connection with Contract No. 2798 covering "grading and bituminous macadam surfacing of the Oceanlake Section of the Oregon Coast Highway in Lincoln County".

This information is being furnished to you as you appear as Surety for the contractor in connection with the above mentioned project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

w
1 Encl.

c.c. T.W. Thomas
H. Schlichemmayer

NOTED ON CARD
9-27-46 jl

Oceanlake, Ore.
Sep. 23. 1946.

Oregon State
Highway Commision
Salem, Ore.

RECEIVED
SEP 24 1946
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

On the 10th day
of august 1946
one of the dumps trucks
hauling crushed rock for
the Highway Department.
on the Highway Construction
At Oceanlake. Ore. Dump
some crushed Rock. in front
of my property Known as
the Sunset Tavern at
Oceanlake. And did considerable
damage to the tavern sign
Seems that I can not get
any one to Repair this damage
over

RECEIVED
27 1946
FILING
87-1018

That has been done to the sign
Would you please give this matter your attention so that this sign may be Repaired

Yours. Truley

H. Schleichenmayer
Box 212
Oceanlake, Ore.

9-27-46, gl

RECEIVED
MAY 3 1946
FOR FILING

21-1018

May 2, 1946

Mr. T. W. Thomas
Imperial Hotel
Portland 5
Oregon

Dear Sir:

We are sending you today, by express, a fully executed copy of contract No. 2798 which was awarded to you on April 15, 1946 by the State Highway Commission, covering grading and surfacing on the Oceanlake Section of the Oregon Coast Highway, in Lincoln County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent Express 5-2-46

Recorded

RECEIVED
JUN 17 1946
FOR FILING

21-1618

#2798

April 16, 1946

Mr. T. W. Thomas
Imperial Hotel
Portland 5, Oregon

Dear Mr. Thomas:

Confirming my telegram to you of April 15, the State Highway Commission yesterday awarded to you the contract for the Oceanlake Section of the Oregon Coast Highway, in Lincoln County. This award was based on your low bid of $132,810, using tar, submitted on April 5, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ee
Enc.

cc - Mr. S. H. Probert
Mr. G. S. Paxson
Goldie Lewis

See confirmed

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER	X	NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1207

$	CHECK
S	ACCOUNTING INFORMATION
F	TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

4:45 p.m.
April 15 19 46

To T. W. Thomas

Care of or Apt. No. Imperial Hotel

Street and No.

Place Portland 5, Oregon

State Highway Commission awarded you today contract for Oceanlake Section of Oregon Coast Highway, Lincoln County, based on your low bid submitted April 5, 1946. Contract forms follow shortly.

H.B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

co
Charge

Sender's name and address (For reference only)

Sender's telephone number

RECEIVED
APR 18 1946
FOR FILING

21-1018

April 16, 1946

Mr. T. W. Thomas
Imperial Hotel
Portland 5, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2798 which was awarded to you by the State Highway Commission on April 15, 1946, covering grading and surfacing on the Oceanlake Section of the Oregon Coast Highway.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent by Express 4-16-46
Recorded

RECEIVED
APR 18 1946
FOR FILING

21-1018

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1946

SUBJECT:

To: Mr. C. B. McCullough,
Office.

Dear Mr. McCullough:

At the last meeting the Commission was willing to accept the low bid for the Ocean Lake project but withheld awarding the contract pending the completion of a right of way item.

Mr. Gordon telephoned me yesterday that the right of way matter has been cleaned up in accordance with the Commission's requirements and he was to put in the mail yesterday a proper writing for me to pass on. If the written statement comes in and is satisfactory, the project can be cleared and the contract awarded this week.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW

→ Note: Mr. Devers now advises that the property owner who was demanding $1,000.00 has waived his claim and the matter has been taken care of - 4-16-46

S-31(3) Klamath Falls-USRS Canal Sec., 1946
South 6th St., Klamath Falls-
#2799 Lakeview Hwy.

WALLY M. HECTOR
COUNTY ENGINEER

RECEIVED
FOR FILING

S-31(x)

2799

ROAD DEPARTMENT

OFFICE OF
KLAMATH COUNTY ENGINEER
COUNTY COURT HOUSE
KLAMATH FALLS, OREGON

March 20, 1951

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

In reply to letter of March 15 written by Mr. Williams regarding a small bill due Klamath County by the State Highway Department when the South Sixth Street improvement was made, I would like to make a suggestion that the matter be dropped.

I suggested to County Judge Reeder that due to the fact your department has no record of the transaction or agreement, and the fact that we are at fault in waiting for so long before taking this matter up with your office perhaps it would be best for all of us to disregard the whole thing. Judge Reeder concurred with my thoughts, and I feel sure there must have been some misunderstanding in our original agreement.

Therefore please be advised that we will cancel the small bill, and I wish to thank you for your time and attention to this matter.

Very truly yours,

Wally M. Hector
Wally M. Hector
Klamath County Engineer

WMH:ds

RECEIVED
MAR [illegible] 1951

RECEIVED

S-31(3)

#2799

March 15, 1951

Mr. Wally M. Hector
County Engineer of Klamath County
Klamath Falls, Oregon

Dear Mr. Hector:

There has come to my attention a bill which you submitted to Mr. John W. Cattrall, County and City Relations Engineer, under date of January 16, 1951, in the amount of $176.45.

I have attempted to find some substantiation of this bill, and, while I do not in any way question that the work was performed, I am informed by Resident Engineer Whitmore that he does not remember approving any such a bill and Division Engineer Chandler advises that he knows nothing about the work.

The South Sixth Street project has long been closed out, and we have no manner of making payment on the bill at this time unless the county court were to petition the State Highway Commission to pay the bill as a claim, and not as a portion of the South Sixth Street construction project.

If it is the desire of the court to have this matter presented to the Highway Commission in the manner of a claim, please submit such request, stating reasons why the work was to be performed, and why the county feels it should be reimbursed, and I will have the matter brought to the attention of the Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mm

cc Mr. H. G. Smith
Mr. W. E. Chandler

FORM [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
February 21, 1951

C
O
P
Y

SUBJECT:

To:
Mr. Wm. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

I am returning herewith correspondence pertaining to the bill submitted by Klamath County for drainage work in the County Yards during the construction of the South Sixth Street project in Klamath Falls.

I have talked to Mr. Hector, relative to the above subject, and he informs me that this drainage was necessitated by our South Sixth Street construction. Mr. Hector also informs me that he had gone over this matter with Mr. Whitmore and that Whitmore had agreed that this was a legitimate charge against the State. He was also sure that Whitmore had "okayed" the bill. Inasmuch as considerable time has elapsed before the County submitted the bill, and the amount involved being so small, Mr. Hector does not wish to make an issue of this and become involved in an argument with the State. He suggested that he would rather forget the whole thing than have this happen.

Very truly yours,

(sgd) S. P. Jones

S. P. Jones
District Maintenance Superintendent

SPJ/dj

attach.

H.G.S.
"I know nothing about this matter, so if Whitmore will not approve it, as far as I am concerned, it is dead."
C.

FORM E-30 20M 8-49 22002

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1951

SUBJECT:

To: Mr. W. E. Chandler
Division Engineer
State Highway Department
1290 Wall St.
Bend, Oregon

C O P Y

Dear Sir:

Herewith correspondence from John F. Hagemann and Wally M. Hector pertaining to a bill submitted by Klamath County for doing some work draining the County yards on South 6th Street in Klamath Falls.

We can find no evidence in Salem that the original bill for this work was ever received. Mr. Whitmore has been contacted and advises that to the best of his knowledge that he did not approve such a bill.

Will you kindly investigate the matter and advise your recommendations.

Very truly yours,

H. G. Smith
Construction Engineer

By:
Edwin A. Pease
Construction Office Engineer

EAP:es
Enclosure

FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1951

SUBJECT:

C O P Y

To: Mr. H. G. Smith
Construction Engineer

Enclosed is a letter with attached bill from Wally M. Hector, Klamath County Engineer. We have no record in this office of the original bill or itemized statement referred to in Mr. Hector's letter. An attempt was made to run it down with no success. Mr. Whitmore states that he does not recall okaying such a bill. As this is a matter related to a construction project, we are turning it over to you for future handling.

In case the claim is not allowed, it is suggested that Mr. Hector be notified by letter so that he can write it off his books.

John W. Cattrall
Engineer, County and City Relations

By (sgd) John F. Hagemann

John F. Hagemann
Field Engineer

JFH:MM
Encl.

Klamath County Road Department

Court House

Klamath Falls, Oregon January 16 1951

Sold To Oregon State Highway Commission

Salem, Oregon

Terms

Dec. 8, 1947	LABOR 7 men - 9 hrs. ea.	82.65
	Material 126' - 8" Bell Pipe @ .60	75.60
	2 - 2x12x16 Redwood)	
	2 - 2x12x14 Redwood)	
	1 - 3x 4x20 Fir) 140' @ 80,00	11.20
	3 Kegs Sand	1.00
	1 Sack Cement	1.00
	1 Gate - 17x21 - made in shop	5.00
		176.45

ROAD DEPARTMENT

OFFICE OF
KLAMATH COUNTY ENGINEER
COUNTY COURT HOUSE
KLAMATH FALLS, OREGON

January 16, 1951

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

Enclosed please find duplicate of original bill sent to your office in March 1949, after being okayed by Mr. Whitmore, then resident engineer. This was followed up with an itemized statement on October 25, 1949.

This work was done during the month of December 1947 for the purpose of draining the County yards and Fair Grounds which were flooded during the process of widening South Sixth Street.

Anything you can do to expidite this matter will be sincerely appreicated.

Very truly yours,

Wally M. Hector
Wally M. Hector
Klamath County Engineer

encl/1

WMH:ds

RECEIVED
JAN 18 1951

EIVED

R FILING

5-31

2779

979W

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18th, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

L

NOTED
C. WILLIAM

Dear Sir:

In answer to Assignment #979, W.C.W., I hand you herewith print of the survey which we made some time ago for widening the right of way along South Sixth Street in Klamath Falls through the property of the Ewauna and Big Lakes box companies in order to give room for the widening of the viaduct over the Southern Pacific tracks.

Mr. Alfred D. Collier advises that both of these companies are now liquidating and it would be an opportune time to acquire the right of way.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc.

ASSI[illegible]NT No. 979

DESCRIPTION: Letter from Alfred D. Collier of 12-31-48 enclosing road report for Klamath Falls vicinity; also with regard to R/W for South Sixth Street, Klamath Falls

DATE: 1-13-49 ASSIGNED TO: H. G. SMITH

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date______________

☒ Will you please give me data and recommendation on Box Co. R/W for presentation to Commission next meeting. WCW

REPORT RECEIVED:

REMARKS: 1-19-49 mc

ED D. COLLIER, PRESIDENT
E. O'NEILL, VICE-PRESIDENT
M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY
PHONE 3169 SOUTH SIXTH STREET P. O. BOX 271
KLAMATH FALLS, OREGON

December 31, 1948

NOTED
H. G. SMITH

H. G. Smith
Construction Engineer
Oregon State Highway Commission
Salem, Oregon

Dear H. G.:

I am enclosing herewith a copy of Hahn & Campbell's road report for Klamath Falls and vicinity. I hope this report may lead to Klamath Falls uniting on some one plan for a through city highway.

NOTED
W. C. WILLIAMS

The Ewauna Box Company and the Big Lakes Box Company are both liquidating now and this would be the time to secure the right of way for the additional width needed on South Sixth Street at the viaduct. I do not know to whom this matter should be referred other than to you.

Has there been any decision made as to what type of crossing of the railroad will be put in on Sixth Street?

Wishing you the most Happy and Prosperous New Year possible, I am,

Respectfully yours,

Alfred D. Collier

Alfred D. Collier.

ADC/dl
encl.

RECEIVED
[illegible]
FOR FILING

S-31 (3)

2799

October 15, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of October 1, 1948, we are enclosing a statement of explanation of underruns and overruns for the Klamath Falls-USRS Canal Section, Project No. S-31 (3), Contract No. 2799.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

RECEIVED
NOV 17 1947
FOR FILING

5-31(3)

#2777

Salem, Oregon
November 14, 1947

Mr. J. M. Devers

Building

Responding to the request of Mr. Williams, Assistant State Highway Engineer, I am returning to you herewith, for further handling, two copies of a highway crossing permit from the U.S. Bureau of Reclamation, providing for the grant and easement of right of way to the State for crossing of the Bureau's No.1-C Drain and Main or "A" Canal of the Klamath Project on the Klamath Falls-Lakeview Highway. You will note these copies have been fully executed by the Highway Commission and are now ready for the signature of the Regional Director, Bureau of Reclamation.

Will you please return one fully executed copy to me for the Commission's files and three unexecuted copies for the office use.

Very truly yours

Secretary

gl
encls. 2

RECEIVED
JUL 28 1948
FOR FILING

5-31(3)

#3799

Salem, Oregon
November 6, 1947

H. B. Glaisyer

Attached is the original and one copy of a grant of easement for the highway over U. S. Reclamation Service canal in Klamath Falls which canal is under the control of the Bureau of Reclamation, Klamath Project.

Mr. Devers has approved this form as to its form and legality and I have approved it as to engineering contents and provisions. It is now ready for execution by the State Highway Commission after which it is to be returned to Mr. Devers who will secure execution by the Government representative.

W. C. Williams

WCW/ds
Encl.

cc - J. M. Devers

REFERRED TO
BY SECRETARY

RECEIVED
NOV 6 1947
FOR FILING

S-31(3)

2799

November 5, 1947

MEMORANDUM TO MR. BANFIELD

Attached for your approval are two copies of a highway crossing permit to the State of Oregon from the U. S. Bureau of Reclamation, providing for the grant and easement of right of way to the State for crossing of the Bureau's No.1-C Drain and Main or "A" Canal of the Klamath Project on the Klamath Falls-Lakeview Highway just east of Klamath Falls.

The agreement provides for a 50 year permit to cross the waterways. The actual construction has been performed under our contract No. 2799, Klamath Falls-USBR canal section, completed by Warren Northwest Inc. on June 3, 1947 and accepted on June 17, 1947, and on contract No.2802 to A. Doveri which is scheduled to be completed November 30, 1947.

The Regional Counsel of the Department of the Interior has requested that because of the particular provisions of this agreement that it be signed by all three of the Highway Commissioners. The Legal Counsel has concurred in this suggestion. The permit has been signed previously by Mr. A. E. Schaupp and Mr. Ben R. Chandler.

Respectfully yours

Secretary

FAQ:gl

cc: Floyd Query

P. S.
When you have signed the above permit will you please return to me in the enclosed envelope. Thank you.

RECEIVED
NOV 6 1947
FOR FILING

Files

S-31(3)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

November 5, 1947

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	15326	2799	14-Final	Warren Northwest, Inc.	10,892.77	317241	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

Your acceptance notice is on file with us for this job.

asw

ACCOUNTING DIVISION

By ____________
Bookkeeping Dept.

NOTED ON CARD
11-5-47 gl

Approved ____________
Secretary

RECEIVED
AUG 1
FOR FILING

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1947

SUBJECT: R 13794

To:

Mr. W. C. Williams,
Assistant State Highway Engineer,
Office.

Dear Mr. Williams:

Attached you will find the original and a copy of a grant of easement for highway over the main canal under the control of the Bureau of Reclamation, Klamath Project.

You have approved this form as to its content and provisions and I have approved it as to its legal form and it is now ready for presentation to the Commission. After it has been signed by the Commission I will appreciate having them returned so that I may have both copies executed by the representative of the Government.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW
Enc.

NOTED
W. C. WILLIAMS

RECEIVED
FOR FILING

FORM E-128 15M 8-47

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Nov. 4, 1947

#2799

9771

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Mr. Glaisyer:

I hand you herewith, two counterparts of the proposed highway crossing permit involving the Commission and the Klamath Reclamation District.

The Regional Counsel of the Department of Interior has pointed out that by reason of the particular provisions of this agreement, it should be executed by all three Commissioners. We concur in this suggestion, and forward the agreement to you for transmission to Chairman Banfield for his execution. Upon its execution by Mr. Banfield, please return to the writer personally for transmission to the Regional Counsel.

Yours very truly,

J. M. DEVERS

By G. W. Neuner
G. W. NEUNER
Assistant Counsel

GWN:FRC

To Banfield 11-6-47
by mail.

ALFRED D. COLLIER, PRESIDENT
V. E. O'NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY
PHONE 3169 SOUTH SIXTH STREET P. O. BOX 271
KLAMATH FALLS, OREGON

RECEIVED FOR FILING
5-31(3)
#2194

NOTED
H. B. GLAISYER

Oregon State Highway Commission
Salem, Oregon

November 1, 1947

Attn: Mr. H. P. Glaisyer, Secretary

Dear Mr. Glaisyer:

We are returning herewith receipt for refund check M671 and copy of invoice #9849, being the balance of the advance deposit on the Sixth Street lighting agreement.

Thanking you for your fine planning and superintending of this work, we are,

Respectfully yours,
SWAN LAKE MOULDING COMPANY

Alfred D. Collier, President.

ADC/dl

encl.

NOTED
F. QUERY

RECEIVED
NOV 4 1947
OREGON
STATE HIGHWAY COMMISSION

W

ED
ILING
FORM E-90X 10M 10-46

S-31(3)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27th, 1947

SUBJECT: Claim of California-Oregon Power Company for the Relocation of Water Mains on South Sixth Street in Klamath Falls

To: Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

I discussed this claim and the work involved with Mr. Whitmore, Resident Highway Engineer, Klamath Falls; Mr. Ritchey, District Manager of the California-Oregon Power Company, Klamath Falls; and Mr. Bosworth, executive of the California-Oregon Power Company, Medford. I also checked over the company's books and records at Klamath Falls and Medford and find that their statement of cost is in accordance with their books.

The cost of changing the water mains and meter boxes was $8,699.57 exclusive of materials and overhead expenses, or $15,939.00 if all expense is included.

The cost is higher than the company originally estimated because it was not feasible to salvage all the pipe due to paving operations and digging out pipe in this area which has a high water table ruined the subgrade. Practically all of the 2-inch and 4-inch pipe line and some of the 8-inch pipe line is now buried beneath the pavement. A 12-inch pipe line was used to replace the 8-inch pipe line and an 8-inch pipe line was used to replace the 2-inch and 4-inch pipe lines, which has increased the capacity and improved the water system. Also, concrete meter boxes were used instead of the old wooden meter boxes.

The claim in the amount of $5,139.35 represents the estimated cost which the company would have incurred in moving its former mains and meter boxes to the new location. I estimated the cost of moving these mains and meter boxes at $6,892.20 and believe that their statement of $5,139.35 is conservative.

The cost of changing the water mains and meter boxes was $8,699.57 exclusive of materials and overhead expense. Their claim of

$5,139.35 is fair considering actual cost. The difference between the cost, $8,699.57, and the claim, $5,139.35, amounts to $3,560.22 which the company is willing to absorb. This $3,560.22 plus the materials and overhead expenses is a fair amount for the improvement of their water facilities.

Very truly yours,

E H Clymer
E. H. Clymer
Cost Analyst

EHC:AR

WATER MAINS, SIXTH STREET, KLAMATH FALLS

Estimated Cost for Labor & Expense of Relocating Only

Trench Excavation (Including Backfilling)	1,870 Cu. Yd. at $2.00	$3,740.00
Considerable shoring and cribbing required.		
Remove 8" Pipe	1,752 Lin. Ft. at $0.60	1,051.20
" 2" and 4" Pipe	1,500 " " " 0.30	450.00
Reinstall 8" Pipe	1,752 " " " 0.50	876.00
" 2" and 4" Pipe	1,500 " " " 0.25	375.00
Move Meter Boxes and Service Connections		400.00
		$6,892.20

Estimated cost does not include replacement of fittings and pipe damaged in removal or additional material which would be required.

The California-Oregon Power Company's estimate for this work was $5,139.35 which was conservative.

E H Clymer
E. H. Clymer
Cost Analyst

Approved for payment in
amount of $5,139.35 by
W. C. Williams

FORM E-80 20M 12-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
October 23, 1947

SUBJECT:

To: ~~Mr. H. G. Smith~~
~~Construction Engineer~~
~~State Highway Department~~
~~Salem, Oregon~~

Dear Sir: Attention: ~~Mr. E. A. Pease~~

As per your radio request this date, we enclose The California Oregon Power Company bill in the amount of $5,111.45 for removing and reinstalling water mains on the South Sixth Street job, Klamath Falls.

This bill is being checked and I am not at this time approving it.

Very truly yours,

WM. E. CHANDLER
Division Engineer

mm
Encl.

OCT 24 1947

Salem, Oregon
September 18, 1947

Mr. W. C. Williams
Acting State Highway Engineer
Office

Dear Sir:

On September 4, you referred to this office an invoice from the California-Oregon Power Company in the amount of $5,139.35, representing labor and expense for relocation of water mains on South Sixth Street in Klamath Falls.

I am attaching hereto a copy of a report from Mr. Whitmore, pertaining to this matter, and refer you particularly to the last paragraph of his report. If you deem it advisable, will you please have the Legal Department examine the franchise as suggested by Mr. Whitmore, and advise us as to what further action you wish to have taken.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ER

FORM E-30 25M 7-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Box 1090 Klamath Falls, Oregon.

Sept. 16, 1947.

SUBJECT: South 6th St. Job
Calif.- Ore.- Power Co. Bill

To: Mr. H. G. Smith, Construction Engineer
State Highway Dept.
Salem, Oregon.

Dear Sir;

I am in receipt of your letter of Sept. 5 with the Calif. Ore. Power Co. bill which is for labor and expense for relocation of water mains on South 6th St., in Klamath Falls. The amount of bill is $5139.35.

The work consisted of the installation of a new 12" iron water pipe with service connections under the sidewalk area on the south side of the street, and the removal or partial abandonment of an old 8" pipe with service connections, which was between the old narrow pavement and former gutter line along south side. Also the installation of a new 8" iron water pipe with service connectionsunder the sidewalk area on the north side of the street and removal or partial abandonment of a 2" pipe line and service connections between the old narrow pavement and former gutter line along the north side. The distance involved being 1752 ft. from sta. ~~[illegible]~~ 50+65 at OCE RR Xing to sta. 68/27 at City limits at Shasta Way. Over the distance, the work for which we are billed amounts to approximately $2.93 per ft.

It is impossible to do more than estimate in a general way the work chargeable to moving water lines. Furthermore, after talking to the city engineer, it may be questionable whether or not the city or state is liable for this cost. This bill having been passed to me, I request that the franchise be examined by the state legal counsel, because the street was not paved formerly directly over the lines or the mains. As I understand it, it is the act of having them move lines from under paved streets for which the city is liable.

cc W E Chandler

Very truly yours,

P P Whitmore

P. P. Whitmore
Resident Engineer.

SEP 17 1947

20-1-1-C

Salem, Oregon
September 5, 1947

Mr. P. P. Whitmore
Resident Engineer
Klamath Falls, Oregon

Dear Sir:

I am attaching hereto invoices from the California Oregon Power Company, in the amount of $5,139.35, representing labor and expense for relocation of water mains on South Sixth Street in Klamath Falls.

Although they have detailed the total cost of the work, there is no detail of the amount charged as applicable to improvements which are in addition to the relocation of the mains. This is listed in a lump sum of $3,560.22.

Please check these invoices as closely as possible, and, if necessary, request the Power Company to show you their books on this matter, and if found satisfactory approve and return through regular channels for payment.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ER

Enc.

cc: W. C. Williams

Your file is returned herewith.

E. A. P.

FORM E-30 25M 3-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1947

SUBJECT:

To: Mr. H. G. Smith

Herewith invoice from the California Oregon Power Company in the amount of $5,139.35, representing labor and expense for relocation of water mains on South Sixth Street, Klamath Falls.

This invoice is rather loosely drawn in that, although they detail the total cost of the work, there is no detail of the amount charged as applicable to improvements which are in addition to the relocation of the mains. This is listed in a lump sum as $3,560.22. I presume there is not much that can be done in the matter now. I suggest that the invoice be checked as closely as possible by the Resident and Division Engineers and returned with their approval and corrections, if any.

Attached to the invoice is the correspondence file to date on this matter.

W. C. Williams

WCW:hi
Encl.

1947

RECEIVED
OCT 17 1947
FOR FILING

S-21(3)

Also Referenced To

Adm
Law & Legal
Opinions & Decisions

Salem, Oregon
October 16, 1947

Mr. H. G. Smith

We attach hereto a letter from Mr. Neuner in which he expresses an opinion that a payment due The California Oregon Power Company for the relocation of water mains on South 6th Street in Klamath Falls is properly payable by this department, but determines that no part of the claim made includes sums which could be properly chargeable to the Company as improvements to its facilities.

I recently referred to you for investigation their invoices, in which invoices an amount of $5,139.35 represented labor and expense. The listed a lump sum of $3,560.22 as amount chargeable to improvements.

If you can have verified the amount properly reimburseable for labor and expense for relocation only, the bill will be recommended to the Highway Commission for approval.

W. C. Williams

WCW/ds
Encl.

w

RECEIVED
OCT 14 1947
FOR FILING

.S-31 (3)

October 10, 1947

United States Fidelity and Guaranty Co.
Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

You are hereby notified that State Highway Contract No. 2799 for work on the Klamath Falls-USRS Canal Section of the Klamath Falls-Lakeview Highway, in Klamath County, has been completed by the contractor, Warren Northwest, Inc., and that final payment in the amount of $10,892.77 will be made on or after October 20, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $357.969.05, of which amount $150.27 represents the amount of force account items. This contract was completed on June 3 and accepted by the Commission on June 17, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

10-14-47

RECEIVED
[illegible]
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

September 25, 1947

SUBJECT: 50 years permit across No. 1-C
Drain and Main or "A" Canal
Klamath Project, K-Falls
Lakeview Highway

To: MEMORANDUM TO COMMISSION:

Attached for your approval are two copies of a highway crossing permit to the State of Oregon from the U. S. Bureau of Reclamation providing for the grant and easement of right of way to the State for crossing of the Bureau's No. 1-C Drain and Main or "A" canal of the Klamath Project on the Klamath Falls - Lakeview Highway just east of Klamath Falls.

The agreement provides for a 50 year permit to cross the waterways. The actual construction has been performed under our contract #2799, Klamath Falls - U.S.R.S. canal section, completed by Warren Northwest Inc., on June 3, 1947 and accepted on June 17, 1947, and on contract 2802 to A. Doveri which is scheduled to be completed November 30, 1947.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H B Glaisyer

Secretary

FAQ:cm.

Encl. 2.

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FOR FILING

5-31 (3)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1947

SUBJECT:

To: Mr. W. C. Williams
Acting State Highway Engineer
Office

Neuner

Dear Sir:

On September 4, you referred to this office an invoice from the California-Oregon Power Company in the amount of $5,139.35, representing labor and expense for relocation of water mains on South Sixth Street in Klamath Falls.

I am attaching hereto a copy of a report from Mr. Whitmore, pertaining to this matter, and refer you particularly to the last paragraph of his report. If you deem it advisable, will you please have the Legal Department examine the franchise as suggested by Mr. Whitmore, and advise us as to what further action you wish to have taken.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:ER

Suspense file

RECEIVED
AUG 16
FOR FILING

Contract 2799
-2802
same canal

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1947

SUBJECT: Highway Crossing Permit
Irrigation Canals
Klamath Falls-Lakeview Highway
File 9771

To: W. C. Williams
Assistant Chief Engineer
Salem, Oregon

Dear Sir:

Pursuant to your request of September 8 we have examined and approved two copies of the above mentioned crossing permit. These copies were previously examined in a preliminary form and approved under date of May 8.

Minor changes have been made in the draft. They do not affect the legal form of the agreement.

Our approval of the contract has been noted on page 11 of the two copies. We return herewith the two copies, together with Mr. R. R. Best's letter of August 28.

Very truly yours,

J. M. DEVERS

By GWNeuner
G. W. NEUNER
Assistant Counsel

GWN:NH
Enclosures

cc: G. S. Paxson

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FORM E-30 25M 9-47
FOR FILING

C
O
P 5-31 (3)
Y

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Box 1090 Klamath Falls, Oregon
Sept. 16, 1947

SUBJECT: South 6th St. Job
Calif.-Ore.-Power Co. Bill

To: Mr. H. G. Smith, Contruction Engineer
State Highway Dept.
Salem, Oregon.

L

Dear Sir:

I am in receipt of your letter of Sept. 5 with the Calif. Ore. Power Co. bill which is for labor and expense for relocation of water mains on South 6th St., in Klamath Falls. The amount of bill is $5139.35.

The work considted of the installation of a new 12" iron water pipe with service connections under the sidewalk area on the south side of the street, and the removal or partial abandonment of an old 8" pipe with service connections, which was between the old narrow pavement and former gutter line along south side. Also the installation of a new 8" iron water pipe with service connections under the sidewalk area on the north side of the street and removal or partial abandonment of a 2" pipe line and service connections between the old narrow pavement and former gutter line along the north side. The distance involved being 1752 ft. from sta. ~~506~~ 50±65 at OCE RR Xing to sta. 68+27 at City limits at Shasta Way. Over the distance, the work for which we are billed amounts to approximately $2.93 per ft.

It is impossible to do more than estimate in a general way the work chargeable to moving water lines. Furthermore, after talking to the city engineer, it may be questionable whether or not the city or state is liable for this cost. This bill having been passed to me, I request that the franchise be examined by the state legal counsel, because the street was not paved formerly directly over the lines or the mains. As I understand it, it is the act of having them move lines from under paved streets for which the city is liable.

Very truly yours,

P. P. Whitmore (Signed)

P. P. Whitmore
Resident Engineer.

cc W. E. Chandler

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FORM E-98X 15M 10-
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1947

SUBJECT:

To:
Mr. P. P. Whitmore
Resident Engineer
Klamath Falls, Oregon

Dear Sir:

I am attaching hereto invoices from the California Oregon Power Company, in the amount of $5,139.35, representing labor and expense for relocation of water mains on South Sixth Street in Klamath Falls.

Although they have detailed the total cost of the work, there is no detail of the amount charged as applicable to improvements which are in addition to the relocation of the mains. This is listed in a lump sum of $3,560.22.

Please check these invoices as closely as possible, and, if necessary, request the Power Company to show you their books on this matter, and if found satisfactory approve and return through regular channels for payment.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ER

Enc.

cc: W. C. Williams

Your file is returned herewith.

E. A. P.

RECEIVED
FORM E-20X 1EM 10-46

July 8, 1947

California-Oregon Power Company
Klamath Falls, Oregon

Attention: S. E. Ritchey

Gentlemen:

Reference is made to your letter of June 30 concerning payment for work performed by your Company in relocating water mains and facilities on Sixth Street within the limits of the City of Klamath Falls.

In a letter dated February 9, 1946, copy of which is enclosed, the Highway Commission, through its Chief Counsel, Mr. Devers, informed Mayor Ed Ostendorf that it would pay the labor costs involved in the removal and reinstallation of your Company's water mains on Sixth Street inside the corporate limits of Klamath Falls.

In view of the above indicated arrangement, and in order to conform with our usual practice in connection with matters of this kind, we ask that you submit a fully itemized statement of the labor expense incurred in such removal and reinstallation of water mains on Sixth Street inside of the corporate limits of Klamath Falls as was necessitated by the recent State Highway improvement on that street. On receipt of such statement and after proper verification of the items therein, the claim will be recommended to the Highway Commission for payment.

The itemized statement should show dates on which labor was performed and the number of hours of labor at the different rates paid. The term "water mains" as used in Mr. Dever's letter may be construed as including service lines and hydrants connecting with the mains as well as the mains themselves.

Very truly yours,

R. H. Baldock
State Highway Engineer

WHP:SM
Encl.

cc: Honorable Ed Ostendorf
Mayor, City of Klamath Falls
Klamath Falls

Paul O. Landry, President
Council of City of Klamath Falls
Klamath Falls

THE CALIFORNIA OREGON POWER COMPANY

KLAMATH FALLS, OREGON

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

June 30, 1947

[illegible]

State Highway Commission
Salem, Oregon

Gentlemen:

✓ By virtue of old agreements with the City of Klamath Falls, confirmed by resolutions adopted by the city council in February, 1929, and in April, 1933, the City of Klamath Falls is obligated to reimburse the California Oregon Power Company for changes in location of its water mains and facilities when such changes are directed by the city. At your insistence the city directed our company to change location of our water mains and facilities on the South Sixth Street improvement within the city limits. Enclosed is a copy of the bill which we submitted to the city for reimbursement for expenses so incurred. The city has advised us that its arrangement with your commission contemplated that this expense would be assumed by the State Highway Commission, and the city now insists that we seek reimbursement directly from the State Highway Commission.

Of course, our company is not a party to whatever agreements were made between the State Highway Commission and the city but if the State Highway Commission is willing to reimburse us directly, we will be glad to accept your voucher without having it passed through the city to us.

Kindly advise us what we may expect in this regard.

Yours truly,

D. Ritchey

enclosure

cc - Honorable Ed Ostendorf
Mayor, City of Klamath Falls
Klamath Falls, Oregon

Mr. Paul O. Landry, President
Council of the City of Klamath Falls
Klamath Falls, Oregon

RECEIVED
JUL 2 1947
OREGON
STATE HIGHWAY COMMISSION

6 copies

[illegible]MISSIONERS
[illegible]ANFIELD, CHAIRMAN
[illegible]ORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 9, 1946

Mr. Ed Ostendorf, Mayor,

Klamath Falls, Oregon.

Dear Mr. Ostendorf:

To the end that formal notice with respect to the poles, water mains and other facilities owned by the California-Oregon Power Company and now occupying the right of way of Sixth Street may be brought to the attention of the City Council so that appropriate notice by the Council may be served on the power company, I have been instructed by the Highway Commission to advise, and pursuant to such instruction you are advised, that the Highway Commission contemplates the improvement of Sixth Street in the City of Klamath Falls between Owens Street and the city limits; and the plans and specifications in accordance with which said improvement will be made require that the poles of the said company be removed from their present locations, and, if reinstalled within the right of way limits of said street, that they be installed between the curb line and the sidewalk line, and that the water mains of said company be removed from their present location and installed in the sidewalk area.

It is respectfully requested that the Highway Commission be advised of such official action as the municipal authorities may take with respect to this notice and request so that the Highway Commission may proceed at once with its contemplated project and improvement.

The Highway Commission has heretofore adopted a policy which it has applied in several cities of the State and has ordered applied in Klamath Falls. That policy and practice means this: "that in connection with the removal and reinstallation of the power company's water mains on Sixth Street inside the corporate limits and the reinstallation of the same in the sidewalk area the State will pay the labor costs involved therein, but the State will contribute nothing toward the removal and reinstallation of the poles and other facilities.

Yours very truly,

J. M. DEVERS

JMD:PW

cc Mr. Arthur W. Schaupp
Mr. C. B. McCullough

February 12 1947

CITY OF KLAMATH FALLS
CITY HALL
KLAMATH FALLS, OREGON

IN ACCOUNT WITH

THE CALIFORNIA OREGON POWER COMPANY

PAY TO ABOVE COMPANY AT KLAMATH FALLS

IN REMITTING BY MAIL RETURN THIS STUB ONLY $ 7,068.70

DATE	ITEMS	AMOUNT
Feb. 1947	30-45-4485 Expenses incurred by The California Oregon Power Company during 1946 in connection with the complete cost of relocating and replacing of water main, services and hydrant along South Sixth Street within the City limits of Klamath Falls. This work occasioned by the State Highway Improvement Program on South Sixth Street.	$7,068.70

FORM 101 A-1038-10M-9-44 THE CALIFORNIA OREGON POWER COMPANY

OREGON
GHWAY COMMISSION
SALEM
y 9, 1946

6 copies

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGH
J. M. DEVERS
CHIEF COU
H. B.

RECEIVED
SEP 5 1947
FOR FILING

S-3-(4)

Salem, Oregon
September 4, 1947

Mr. H. C. Smith

-2799

Herewith invoice from the California Oregon Power Company in the amount of $5,139.35, representing labor and expense for relocation of water mains on South Sixth Street, Klamath Falls.

This invoice is rather loosely drawn in that, although they detail the total cost of the work, there is no detail of the amount charged as applicable to improvements which are in addition to the relocation of the mains. This is listed in a lump sum as $3,560.22. I presume there is not much that can be done in the matter now. I suggest that the invoice be checked as closely as possible by the Resident and Division Engineers and returned with their approval and corrections, if any.

Attached to the invoice is the correspondence file to date on this matter.

W. C. Williams

WCW:hi
Encl.

RECORD ASSIGNMENT

4969

DESCRIPTION: Let of June 30 from Calif Ore Power Co re bill for expenses incurred in connection with relocating water main.

DATE: JULY 2, 1947 ASSIGNED TO: PROBERT

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
X (Please prepare reply for my signature
(

REPORT RECEIVED: 7-8-47

REMARKS:

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

RECEIVED
AUG 16
FOR FILING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Klamath District
P. O. Box 312
Klamath Falls, Oregon

S-31(3)

August 28, 1947.

R. H. Baldock, Engineer,
State of Oregon,
Salem, Oregon.

Dear Mr. Baldock:

Enclosed herewith are two final copies of "Highway Crossing Permit to State of Oregon" for grant and easement of right of way to the State for crossing of the No. 1-C Drain and Main or "A" Canal of the Klamath Project by the Klamath Falls-Lakeview Highway. Please sign and return both of these copies to this office for execution by the United States. One signed copy will then be returned for the State's records.

Please furnish this office with four additional prints of each of the maps attached to the permit as "Exhibit A."

Very truly yours,

R R Best

R. R. Best,
District Manager.

Enclosures (2)

RECEIVED
AUG 29 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

August 21, 1947

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have been advised that you have completed your testing period on the lights on South Sixth Street and are preparing to make final payment on the contract with Mark Smith. We should like to take this opportunity to express our appreciation of your assistance in the design and installation of this system of highway lighting.

The system has been installed to our complete satisfaction and is accomplishing the end for which it was designed. It has increased very considerably the pleasure and safety of the driving public and has decreased materially the danger to pedestrians and parked cars, etc.

We hope that you will soon have the pleasure of inspecting these lights while in operation so that we can obtain your valued assistance in creating a lighting district to light Sixth Street from Main Street to the main canal, a distance of some 14,000 feet.

Without your kind permission, skilled design, and competent supervision, the erection of adequate lighting such as this for the highways of the State of Oregon would not be possible. May we again express our appreciation of the fine effort that you are making for the improvement of all of the highways of the state of Oregon.

Respectfully yours,

SWAN LAKE MOULDING COMPANY

Alfred D. Collier

Alfred D. Collier, President.

ADC/dl
cc: R. H. Baldock, State Highway Engineer
G. S. Paxson, Bridge Engineer
Mr. H. G. Smith, Location Engineer
Mr. Ray Keenan
Mr. C. G. Whitmore, Resident Engineer, Klamath Falls

Noted
WCW

RECEIVED
AUG 22 1947
OREGON
STATE HIGHWAY COMMISSION

pw

RECEIVED
AUG 26 1947
FOR FILING

S-31(3)

August 18, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 9 establishing the price of cement on the Klamath Falls-[illegible] Canal Section of the Klamath Falls-Lakeview Highway in Klamath County, Contract No. 2799, in connection with Federal Aid Project No. S-31 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:SM
Encl.

RECEIVED
SEP 4 1947
FOR FILING

5-51 (3)

File

CARBON COPY FROM
UNITED STATES FIDELITY AND GUARANTY COMPANY
W. TALBOT SINCLAIR, Manager
PORTLAND 4, OREGON

August 7, 1947

Boston Office - Mr.Wm. C.Burke, Manager

W. Talbot Sinclair, Manager, Portland, Oregon

#2717

Warren-Northwest, Inc. - Klamath Falls, U.S.R.S. Canal Section on the Klamath Falls-Lakeview Highway, in Klamath County.

We attach hereto a letter from the Oregon State Highway Commission regarding the semi-final payment to our principal in the amount of $18,165.51.

If this meets with your approval, will you please consent to this payment and favor us with a copy of your letter for our file.

Very truly yours,

Elwyn A. Wride, Supt.,
Fidelity and Surety Depts.

EAW:l
Enc.

VIA AIR MAIL

CC: Oregon State Highway Comm.

m.t.d.

REFERRED TO
BY SECRETARY

RECEIVED
AUG 8 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 7 1947
FOR FILING

5-31(3)

August 5, 1947

United States Fidelity and Guaranty Co.
Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc., on contract No. 2799, covering the Klamath Falls-USBR Canal Section on the Klamath Falls-Lakeview Highway, in Klamath County. This payment, in the amount of $18,165.51, will be made on or after August 15, 1947. The retained percentage is $10,734.32.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you afe advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
8-5-47, gl

Form E-1—5M—6-44

S-31(3)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 19, 1947

Section Klamath Falls- USRS Canal

Kind of work Grading and Surfacing

Highway Klamath Falls- Lakeview

Section prefix 18-1035

Contractor Warren Northwest, Inc.

Contract number 2799

Date of contract April 17, 1946

Date of completion Dec 31, 1946

Date work started May 20, 1947

Estimated date of completion June 3, 1947

Amount of contract $361811.

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $361811.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 28300., %

Date project was completed June 3, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Res. Engr. in office on final records part time and sent semi final estimate to Div. office Friday July 17. Spent part time on plans and estimates of other jobs. Babler was in here looking over Esplanade Job to bid on it.

Transitman and all field party have been helping on other jobs the past week.

NOTED
E.A. PEASE

JUL 21 1947

NOTED

P P Whitmore

Signed P. P. Whitmore, Res. Engr.

Address Box 1090 Klamath Falls, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
1947
FOR FILING
[illegible]
[illegible]

COPY

July 8, 1947

California-Oregon Power Company
Klamath Falls, Oregon

Attention: S. S. Ritchey

Gentlemen:

Reference is made to your letter of June 30 concerning payment for work performed by your Company in relocating water mains and facilities on Sixth Street within the limits of the City of Klamath Falls.

In a letter dated February 9, 1946, copy of which is enclosed, the Highway Commission, through its Chief Counsel, Mr. Devers, informed Mayor Ed Ostendorf that it would pay the labor costs involved in the removal and reinstallation of your Company's water mains on Sixth Street inside the corporate limits of Klamath Falls.

. . .

R. H. Baldock
State Highway Engineer

SHP:SM

(Mr. Probert has file copy)

S-31-3
#2799

CROSS REFERENCE SHEET

Name or Subject State Board of Education

File No.

Regarding Loan of a transformer

Date July 3, 1947

SEE

Name or Subject ADMINISTRATION
Oregon State Department
General

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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MAY 27 19
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FORM E-30 25M 3-47

5 - 31 (3)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 24th, 1947
Salem, Oregon

#2799

SUBJECT:

To: Mr. E. A. Collier
Maintenance Engineer
DEPARTMENT

Dear Sir:

We painted the traffic line on the South Sixth Street project in Klamath Falls last Tuesday and Wednesday. Mr. Schaupp was well pleased with the job and the only criticism he had was that vehicles driving at slow speed had a tendency to drive in the center lane and delay through traffic. The project is speed zoned for 25 M.P.H. from the overhead to the Midland Road intersection and 35 M.P.H. beyond that point. He suggests appropriate signs be installed to correct this and I promised to install four signs to read "Slow moving vehicles keep to Right".

These signs will be installed within a week or two when the contractor completes paving the center islands. Otherwise traffic is reacting in a satisfactory manner and I believe the only complaints we will have will be the pedestrian crossing problem in the densely settled section within the city limits.

Very truly yours

W O Widdows
W. O. Widdows
Assistant Maintenance Engineer

WOW:blt
cc: Mr. R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
MAY 27 1947
FOR FILING

S-31(3).

#4825
#4865

May 23, 1947

Mr. R. R. Best, District Manager
Bureau of Reclamation
P. O. Box 312
Klamath Falls, Oregon

Dear Sir:

Herewith six prints from each of two drawings showing the additional easements which you are granting us at the No. 1-C drain and the main or A Canal of the Klamath project. These were requested in your letters of May 2 and May 19.

I am not sure as to how you wish these colored. I am therefore sending them without coloring so that you can make them to suit your purpose.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP CM
cc G. S. Paxson
Attached

4865

RECORD OF ASSIGNMENT

ION: Let of May 19 from Klamath Dist., Dept of Interior, re prints of Klamath project previously requested.

DATE: MAY 21, 1947 ASSIGNED TO: PAXSON

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(Please prepare reply for my signature
X (Send prints, prepare answer.

REPORT RECEIVED: 5-23-47 HI

REMARKS:

FOR VICTORY
BUY
UNITED
STATES
WAR
BONDS
AND
STAMPS

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Klamath District
P. O. Box 312
Klamath Falls, Oregon

May 19, 1947.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Your attention is called to our letter of May 2, 1947, and to your reply of May 10.

We have not as yet received the prints requested in the last paragraph of our letter. Could you send us these prints, so we may send the complete contract to our regional office?

Very truly yours,

R R Best
R. R. Best,
District Manager.

RECEIVED
MAY 21 1947
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 20 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 10
FOR FILING

#4825

May 10, 1947

Mr. E. L. Best
District Manager
Bureau of Reclamation
P. O. Box 312
Klamath Falls, Oregon

Dear Sir:

Reference is made to your letter of May 2 with which you sent the preliminary draft of an agreement covering the right of way over the No. 1 drain and the main or A canal in the Klamath Project. We have examined this draft of the agreement and are returning it herewith approved as to form.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP GH
Attached
cc - G. S. Paxson

-128 10M 3-47

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

NOTED
G. S. PAXSON

May 8, 1947

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

At the request of Mr. Paxson, I have examined proposed grant and easement relating to State highway crossing as transmitted by the Bureau of Reclamation under date of May 2.

This draft is in my opinion in proper legal form and it is in a shape to be returned with our approval, assuming of course that the engineering matters are satisfactory to you.

Yours very truly,

J. M. DEVERS

By GWNeuner
G. W. NEUNER
Assistant Counsel

GWN:FRC

cc- Mr. G. S. Paxson

REFERRED TO
Paxson
By Chief Engineer

Please prepare letter of transmittal

RECEIVED
MAY 16 1947
[illegible]

4825

RECORD OF ASSIGNMENT

DESCRIPTION: Letter from G.W.Neuner approving draft of grant and easement for crossings requested by Bur. of Reclam. in Klamath Co. under date 5-2-47.

DATE: May 9, 1947 ASSIGNED TO: PAXSON

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(Please prepare reply for my signature
x (Please prepare letter of transmittal

REPORT RECEIVED: 5-10-47
HI

REMARKS:

FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Klamath District
P. O. Box 312
Klamath Falls, Oregon

NOTED
G.S. PAXSON

May 2, 1947.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen: Attn: Mr. G. S. Paxson, Bridge Engineer.

Herewith, in duplicate, are copies of a revised draft of a Grant and Easement to cover the right of way you had requested in the matter of the State Highway crossings over the No. 1-C Drain and the Main or "A" Canal of the Klamath project. This draft is revised to include the additional area requested for the revised inlet to the Klamath County Fair Grounds as part of Parcel #1, along with that formerly requested. No other changes have been made from the draft submitted May 1, 1946.

It is requested that the above draft be approved as to form and the original returned to this office, in order that it may be submitted to Washington for approval.

Please furnish us, along with your letter of approval, six copies of a map showing the above granted areas outlined in color and marked as "Exhibit A".

Transferred [illegible]

Very truly yours,

R R Best
R. R. Best
District Manager.

Encls. (2)
In duplicate

CC:- Mr. J. W. DeSouza
- Regional Director, w/encls.

MAY 2 1947

RECEIVED
MAR 19 1947
FOR FILING

#4639

[illegible]

March 18, 1947

Mr. S. I. Ritchey
District Manager
California Oregon Power Company
Klamath Falls, Oregon

Dear Sir:

I do not feel that the Highway Department can recognize the bills which you have submitted in the amounts of $34.74 and $80.20 which you say were incurred for delays at the intersection of Shasta Way and South Sixth Street and the intersection of Washburn Way and South Sixth Street due to our inability to coordinate the right-of-way purchases with your construction. I feel that the utilities assume such obligations when they occupy the highway right of way and cannot expect perfect coordination when they are required to move their lines.

We, in turn, have had numerous complaints from the contractor regarding the slowness of your operations, and he feels he has lost several thousand dollars because you did not fulfill your anticipated schedule; therefore, under the circumstances, I do not feel that I can recommend payment of these bills.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. C. Smith
Mr. W. R. Chandler
Mr. P. P. Whitmore

RECORD ASSIGNMENT

463

CRIPTION: Let of Mar 6 from Calif. Ore. Power Co. re state's delay in securing right of way on So. 6th St. Improvement Project which has cost them additional expense.

DATE: March 13, 1947 ASSIGNED TO: H. G. SMITH

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(Please prepare reply for my signature
X(Please prepare a suggested reply and I will discuss the matter with Devers.

REPORT RECEIVED: 3-17-47

H.

REMARKS:

THE CALIFORNIA OREGON POWER COMPANY

PIONEERS IN PUBLIC SERVICE

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

KLAMATH FALLS, OREGON

March 6, 1947

NOTED
H. G. SMITH

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Mr. H. P. Bosworth, Jr. wrote to Mr. W. E. Chandler at Bend, with a copy to you, on October 15, 1946, pointing out that the delay by the State in securing right of way on the South Sixth Street Improvement Project had incurred additional expense or loss by The California Oregon Power Company in the relocation or installation of new water facilities conforming to the new right of way boundaries.

Two specific instances have occurred. At the intersection of Shasta Way and South Sixth and at the intersection of Washburn Way and South Sixth, we were forced to leave a 6" main in place in order to continue water service to the area because we were unable to install a new 12" main in the sidewalk area at the South side of the street due to right of way difficulties of the State. The 6" main had to be offset at each location to permit the installation of a sewer pipe by the contractor, Mr. Harry I. Hamilton.

There are attached two statements in quadruplicate covering our direct expense in the amount of $34.73 and $30.20. We feel that these statements should be paid and are therefore being referred to you for attention.

Yours very truly,

S I Ritchey

S. I. RITCHEY
District Manager

SIR:ltm

cc P.P. Whitmore
   Resident Engineer

RECEIVED
MAR 10 1947
OREGON
STATE HIGHWAY COMMISSION

December 30, 19 46

Harry I. Hamilton
c/o P. P. Whitmore
Ore. State Highway Comm.
Klamath Falls, Oregon

IN ACCOUNT WITH

THE CALIFORNIA OREGON POWER COMPANY

PAY TO ABOVE COMPANY AT Klamath Falls, Oregon

IN REMITTING BY MAIL RETURN THIS STUB ONLY $ 34.73

DATE	ITEMS	AMOUNT
August 31	Cost to raise 6 in. main at So. 6th Street and Washburn Way to accommodate a 42 in. storm sewer. Labor 23 man hours	$ 34.73

Form 101 5-1000-10M-9-44 THE CALIFORNIA OREGON POWER COMPANY

RECEIVED
FEB 17 1947
FOR FILING

5-31(2)

February 17, 1947

Warren Northwest, Inc.
P. O. Box 5072
Portland 15
Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 4, 1947, had under discussion your requests for extensions of time in which to complete your projects on the following contracts:

> Contract No. 2738, covering the S.Unit, Steiwer Hill-Albany Section of the Pacific Highway East, from September 30, 1946 to September 30, 1947.
>
> Contract No. 2739, covering the N.Unit, Steiwer Hill-Albany Section of the Pacific Highway East, from September 30,1946 to September 30, 1947.
>
> Contract No. 2799, covering the Klamath Falls-USSRS Canal Section of the Klamath Falls-Lakeview Highway, from December 31, 1946 to July 15, 1947.

I am pleased to inform you that the Commission granted your requests without penalty; however, such action was not based on the reasons given in your applications for failure to complete the projects within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:gl

cc: F. D. Eason

RECEIVED
FEB 10 1947
FOR FILING

February 7, 1947

Mr. E. A. Thomas
City Engineer
Klamath Falls, Oregon

Dear Sir:

Further reference is made to your request that the contractor delay operations on his sidewalk work on South Sixth Street in Klamath Falls until you have had time to install a sewer.

I am advised by the contractor that he expects to start this work and complete it by April 1, and that he is unwilling to make any change in his plans. He feels that he was put to a great deal of extra expense by the slowness of the Copco in reinstalling their water mains and their refusal to remove the 1,000 yards of excess dirt resulting from those operations. He advises that he has already some of the forms set for the sidewalk and the fine grade done for most of the work so that the cost of removing and resetting the forms would amount to at least $200.

I am also advised by Mr. Whitmore that there is a 12-inch water main in the location you are planning for the sewer, and he feels that there is not room for a sewer in addition to a water main.

In view of the foregoing, I suggest that you endeavor to alter your plans by which the sewer is located entirely off the street right of way. I will ask Mr. Chandler to consult with you further on his next inspection trip.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith
Wm. E. Chandler
P. P. Whitmore

5

RECEIVED
JAN 30 1947
FOR FILING

S-31-3

#45-22

January 29, 1947

Mr. E. A. Thomas
City Engineer
Klamath Falls, Oregon

Dear Mr. Thomas:

Your letter of January 17, in which you advise that the city limits of Klamath Falls have been extended and that you plan to place a sewer underneath the sidewalk between Shasta Way and Washburn Way on South Sixth Street, causes us some concern.

Our contract did not contemplate this improvement, and the contractor may be unwilling to wait until you have placed the sewer and he may also request additional compensation by reason of the delay and the extra work that the placing of the sewer will cause him. I have written to him to find out if he can arrange his work to accommodate you. If he will not, we might eliminate the sidewalk construction from the contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:bb

RECORD ASSIGNMENT

4522

DESCRIPTION: Letter 1-17-47 from E. A. Thomas, City Engr., K. Falls requesting holding up completion of walk pending sewer construction

DATE: 1-21-47

ASSIGNED TO: H. G. Smith

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
x(Please prepare reply for my signature
(

REPORT RECEIVED: 1-28-47

REMARKS: H.G.

Office of Police Judge
City of Klamath Falls
H. T. FRANEY
POLICE JUDGE
KLAMATH FALLS, OREGON

RECEIVED
[illegible] 1947

Jan. 17, 1947.

Mr. R.H.Baldock
State Highway Engineer
Salem, Oregon.

Dear Mr. Baldock;

Last Nov. 1946, the area on the southwest side of So.6th street between Shasta Way and Washburn Way was voted into the city and now it becomes necessary to provide sanitary sewers for this area.

I have started plans for such a sewer system and expect it will be necessary to lay a sewer in the sidewalk area to serve this property.

I would, therefore,request that you hold up the completion of the cement walk on this side of the street to permit me to get this sewer laid.

At the present time, I estimate it will be sometime in April before construction of the sewer can be started. I will require the bidder to complete this portion of the sewer project first. There is considerable amount of legal procedure to go thru and I will push it along as rapidly as possible.

Very truly yours,

E A Thomas

City Engineer.

REFERRED TO
H C Smith
By Chief Engineer

Prepare answer

RECEIVED
JAN 21 1947
OREGON
STATE HIGHWAY COMMISSION

5

RECEIVED
JAN 30 1947
FOR FILING

5-31-3

January 28, 1947

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Attention: Mr. J. R. Wininger

Gentlemen:

The City of Klamath Falls has decided to install a sewer on the south side of the highway underneath the sidewalk between Shasta Way and Washburn Way, and expects to have this installed sometime in April.

Please advise if you can delay the construction of your sidewalk until after the sewer has been laid.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc: H. G. Smith
Wm. E. Chandler
F. P. Whitmore

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DEC 28 1946
FOR FILING

S - 31(3)

December 26, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2799, Klamath Falls-U.S.R.S. Canal Section of the Klamath Falls-Lakeview Highway, to Warren Northwest, Inc., Contractor, from December 31, 1946, to July 15, 1947.

Due to existing shortages of both labor and materials, and to delay on the part of the Public Utilities in moving their facilities, the contractor has been unable to complete the work this fall.

I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith

S-21-2

(2799)

CROSS REFERENCE SHEET

Name or Subject George F. Conner, President
South Sixth St. Improvement Assn.
Klamath Falls, Ore.

File No.

Regarding Petition from above requesting that the curb in front of the Tik Tok Drive Inn be removed. Advised Wm. E. Chandler will investigate and report.

Date 10/30/46

SEE

Name or Subject ADMINISTRATION
Petitions
Klamath County

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
NOV 27 1946
FOR FILING

S-31(3)

November 21, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement and certificate for Oregon Federal Aid Secondary Project No. S-31(3), Klamath Falls-U.S.R.S. Canal Section of the Klamath Falls-Lakeview Highway.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
NOV 23 1946
OREGON
STATE HIGHWAY COMMISSION

Jos

Form P. R. 2

State Oregon WA8pr 7129

Federal Aid Secondary Project No. S-31(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1946

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 30th day of October, 1945, a revised project statement, which was approved on the 4th day of December, 1945, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [redacted] [redacted] said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 18th day of March 1946; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Two hundred ten thousand forty and 00/100 dollars ($210,040.00) as the share of the United States payable under said act on account of [redacted] [redacted] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chaps. 175, Laws 1917; Chap. 31, Laws 1920; Chaps. 320, Laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 on the north boundary of Section 4, T-39-S, R-9-E, W.M. and survey station 80+75 in the west 1/2 Section 2, T-39-S, R-9-E, W.M., without exception.

, length 1.527 miles, in Klamath County, being xxxxxxx Section of Oregon Federal Aid Secondary project No. S-31(3), consisting of 1.492 miles of roadway and one xxxxxx bridges, each of more than 20 feet clear span, 0.035 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives.

(b) Wherever in the printed language of this agreement the terms "Federal Works Administrator" and "Administrator" appear, they shall be construed to have the same meaning and effect as the terms "Commissioner of Public Roads, Public Roads Administration, Federal Works Agency" and "Commissioner", respectively, to conform to the provisions of the Federal-Aid Highway Act of 1944, and the regulations issued pursuant thereto.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] [redacted] said project shall not in any event exceed the sum of Two hundred ten thousand forty and 00/100 dollars ($210,040.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Three hundred sixty-two thousand one hundred thirty-one and 00/100 dollars ($362,131.00), the approved total estimated cost of [redacted] [redacted] said project.

PAYMENTS

ARTICLE V. (As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the 20th day of November, 1946

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Secretary
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By W H Lynch
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. S-31(3) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $362,131.00 as the total estimated cost of said project, and the sum of $210,040.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of ~~Washington~~ Portland, Oregon this 20th day of November one thousand nine hundred and forty-six

~~FEDERAL WORKS ADMINISTRATOR~~
COMMISSIONER OF PUBLIC ROADS

By W H Lynch
~~[illegible]~~
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—10130-1

RECEIVED
OCT 26 1946
FOR FILING

S-31-3

2799

#4375

Dm

October 24, 1946

Signal Oil Company
P. O. Box 4380
Portland 8, Oregon

Gentlemen:

In reply to your letter of October 8, 1946, in reference to entrances and exits from your station at South Sixth Street and Midland Road, Klamath Falls, please be advised that negotiations for the right of way at this point were held with the Klamath Basin Co-op Company.

An entrance and an exit were contemplated originally, but later a 30-foot service road was designed to run along the entire front of your station. The construction of this service road would have eliminated the necessity for individual entrances and exits from the service road to the highway, the traffic using the service road being concentrated at convenient locations spaced at a reasonable distance apart. The contract was let on this plan, but arrangements for a service road were never completed so that it will be necessary to make the openings in the curb as originally planned, which will be done immediately.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith

RECORD OF ASSIGNMENT

DESCRIPTION: Letter from Signal Oil Company with regard to egress and ingress to their station located on South Sixth St. and Midland Road, Klamath Falls, Oregon

DATE: 10-9-46 **ASSIGNED TO:** Libby

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
X Please prepare reply for my signature
(

REPORT RECEIVED:

REMARKS:

10-22-46
oj

SIGNAL OIL COMPANY
POST OFFICE BOX 4380
PORTLAND 8, OREGON
Zone 8

October 8, 1946,

Mr. R. H. Boldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With further reference to the Signal Oil Company Service Station located on South Sixth Street and Midland Road, Klamath Falls, Oregon; we understand that at the present time curbs are being installed in front of the station and no provision is being made for egress or ingress to our station.

It was our understanding that a twenty foot (20') driveway would be provided on each side. As we lease from Klamath Basin Co:op. we had made an agreement with them that driveway could be moved to the northwest corner of our property and the driveways combined providing state Highway department would give a larger driveway than twenty feet (20') for a joint user driveway. Under- the present arrangement, we will have no access to our property.

If we do not have an egress driveway from our station onto Sixth Street, we will have to buck cross traffic from Midland Road which would make that station practically worthless.

We are sending copy of this letter to your local engineer in charge of the Sixth Street Project as it may be possible that he can take care of this matter locally. Please advise if this request is not in order.

Very truly yours,

SIGNAL OIL COMPANY
A. B. BURNHAM, DIVISION MANAGER
By W. Cunningham
W. Cunningham, Division Engineer

WC
cc- State Highway Engineer
Sixth Street Project
Klamath Falls, Oregon

cc- Mr. John Schubert
Signal Oil Company
Klamath Falls, Oregon

REFERRED TO
Libby
By Chief Engineer
To prepare answer

RECEIVED
OCT 9 1946
OREGON
STATE HIGHWAY COMMISSION

9604

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

RECEIVED
OCT 26 1946
FOR FILING

October 23, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-31(3)
Klamath Falls
U.S.R.S. Canal Section,
Klamath Falls-Lakeview
Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications and plans.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L.J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
OCT 25 1946
OREGON
STATE HIGHWAY COMMISSION

THE CALIFORNIA OREGON POWER COMPANY

[illegible]IVED
[illegible] 1 9 1946
[illegible]R FILING

State Highway Engineer

2799

October 17, 1946

W. E. Chandler, District Engineer
Oregon State Highway Commission
Bend, Oregon

Dear Mr. Chandler:

This letter is being addressed to you with further reference to mine of October 15, 1946, in connection with the salvaging of approximately 3000 feet of cast iron main and services located along the Southerly side of South Sixth Street between Washburn Way and Altamont Drive.

In accordance with the understanding reached with Mr. P. P. Whitmore this morning and confirmed in the later conversation today with you and Mr. Whitmore, the Company will proceed with the salvaging of its facilities. The work will be commenced tomorrow morning and will proceed in the most expeditous manner until completed. The rock constituting a portion of the subgrade which is in place, will be moved towards the property line and will be returned to its present position upon completion of the job. The trench will be backfilled both pneumatically and by rolling through use of a caterpillar tractor. A minimum of disturbance will be caused to existing facilities and wherever our pipe is under any of the existing sewers or drains, such pipe will not be removed. This work will proceed under the direction of Mr. G. D. Bowen and to the satisfaction of Mr. Whitmore as I will not be in Klamath Falls during the time that the work is undertaken. It is understood that you have notified the contractor of this program.

COPY

The situation to which reference was made in my earlier letter has been completely and satisfactorily settled and your cooperation in this matter is very much appreciated.

Yours very truly,

HPBosworth Jr.
H. P. BOSWORTH, JR.
District Manager

HPB:ltm

cc. R. H. Baldock
State Highway Engineer
Salem, Oregon

P. P. Whitmore, Resident Engineer
Oregon State Highway Commission
Klamath Falls, Oregon

RECEIVED
[illegible] 1946
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

October 15, 1946

W. E. Chandler, District Engineer
Oregon State Highway Commission
Bend, Oregon

RECEIVED
OCT 16 1946
OREGON
STATE HIGHWAY COMMISSION

Dear Mr. Chandler:

This letter is being addressed to you with reference to the work currently in progress by The California Oregon Power Company in connection with the installation and removal of our facilities in the South Sixth Street improvement project within and immediately adjacent to the City limits of the city of Klamath Falls. All work in connection with the electric system has been completed with the exception of the removal of five service poles on the South side of the highway between Washburn Way and Altamont Drive and this work which does not interfere with the contractor, will be completed shortly. All work in connection with the water system has been completed with the exception of the installation of the 12" main from Washburn Way to Altamont Drive and the cutting over of services which should be completed this week. The 6" main along the South side of the highway in this same area has not yet been removed.

At all times since this work was commenced, an effort has been made to perform our part in a sequence and at a time to cause the minimum of inconvenience to your contractors. In this effort, I feel that we have been very successful. Our work would have been completed at least a month ago had it not been for the delays brought about by right of way difficulties which were matters over which we had no control. You will no doubt recall that on three separate occasions , I was forced to assign the crew to other work pending the clearing up of right of way difficulties. The specific instances and time lost are all a matter of record in this office but reference was made to them in several letters addressed to the Highway Department and in conversation with you.

The scope of the work contemplated is clearly set forth in correspondence with Mr. Baldock, copies of which were forwarded to you, and in our application for permit which was submitted in July of this year. All of the work could have been completed at an earlier date as stated hereinbefore had it not been for the delays imposed upon us by your right of way difficulties.

On Saturday morning, October 12, at about 8:15 A.M., I received a telephone call from Mr. P. P. Whitmore stating that on your verbal instructions, the Company was not to attempt to salvage its 6" main along the Southerly side of the highway between Washburn Way and Altamont Drive. The statement was made that to do so would delay the contractor and might result in a sub-grade which was not properly settled. I do not consider this as a proper method of notification as I was in my office all day Friday when you were in Klamath Falls and this could have been made a matter of discussion on the job. I told Mr. Whitmore that I would discuss the matter with him later that morning and attempted to do so. I was unable to find him along the job and I waited at the office for half an hour. On Monday, I left two telephone requests for Mr. Whitmore to call me and I called at the office unsuccessfully at 12:45 P.M. today.

Unless I hear further from you I will assume that your verbal instructions transmitted to me by Mr. Whitmore constitute an order of the State Highway Commission. The valves and fittings at both ends of the section will be salvaged and approximately 3000 feet of cast iron main and services will be left in place. This letter is to constitute notice to you that we shall expect to receive from the Commission an amount equivalent to the present estimated value of the facilities which we are leaving in place which will approximate $2500. The actual amount of the settlement I am willing to negotiate with you. I take this position for the reason that had we not been delayed by the Commission, all work would have been completed.

Yours very truly,

H P Bosworth Jr.
H. P. BOSWORTH, JR.
District Manager

HPB:ltm

cc R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

P. P. Whitmore
Resident Engineer
Oregon State Highway Commission
Klamath Falls, Oregon

RECEIVED
OCT 1[illegible] 1946
[illegible]
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RECEIVED
OCT 16 1946
FOR FILING

S-31-3

6-45-7MM-6

C.S-3191-D

TELEGRAM

Ca K

SPECIFY CLASS OF SERVICE
PREFERRED ( )
DAY ( )
NIGHT ( )

R H BALDOCK
OREGON STATE HIGHWAY COMMISSION
SALEM

DW SAN FRAN OCR 12TH 1946

RETEL 11TH
REGRET UNABLE ASSIGN CARS TO PACIFIC PORTLAND CEMENT REDWOOD CITY FOR LOADING CEMENT TO KLAMATH FALLS CONCRETE PIPE CO BUT EVERYTHING POSSIBLE WILL BE DONE TO SEE THAT SHIPPERS RECEIVE THEIR PROPORTION OF EMPTIES AVAILABLE FOR DISTRIBUTION YOU APPRECIATE WE CANNOT SPECIFY THAT CARS ARE TO BE LOADED ON ANY SPECIAL ORDER,W- 8640

D T AYERS
SP CO
350 PM

Charge to the account of ______________________ $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	X
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1211-B

RECEIVED
OCT 14 1946
FOR FILING

[illegible]
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCOUNTING INFORMATION	
TIME FILED	

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

S-31-3

SALEM, OREGON
OCTOBER 11, 1946

D. T. AYERS, SUPERINTENDENT
FREIGHT CAR SERVICE
SOUTHERN PACIFIC COMPANY
65 MARKET STREET
SAN FRANCISCO, CALIFORNIA

WILL APPRECIATE ANY ACTION YOU MAY TAKE IN ASSIGNING CARS TO PACIFIC PORTLAND CEMENT COMPANY AT REDWOOD CITY FOR SHIPMENT OF CEMENT TO KLAMATH FALLS CONCRETE PIPE COMPANY AT KLAMATH FALLS FOR USE IN FEDERAL AID STREET IMPROVEMENT PROJECT. TEN TO TWELVE CARS DISTRIBUTED OVER NEXT MONTH WILL SUFFICE. STREET IS TORN UP PRELIMINARY TO PAVING AND BUSINESS FIRMS OPERATING ON STREET WILL BE SERIOUSLY DAMAGED UNLESS WORK IS COMPLETED BEFORE COLD WEATHER. PLEASE DO WHAT YOU CAN FOR US.

OREGON STATE HIGHWAY COMMISSION

By R. H. BALDOCK

Files

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER ☒
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

RECEIVED
SEP 25 1946
FOR FILING

COPY OF WESTERN UNION TELEGRAM

S-31(3)

PORTLAND, OREGON
SEPTEMBER 24, 1946

CHARLES STARK, SECRETARY
KLAMATH FALLS CHAMBER OF COMMERCE
KLAMATH FALLS, OREGON

PLEASE NOTIFY LEE HENDRICKS, EMIL'S FOOD STORES, BILL DAVIS ALLIED SERVICE, MARY PARKS AND WILLIAM FROHNMAYER RE WIRE SOUTH SIXTH STREET PROJECT CAN EXPECT MATERIAL IMPROVEMENT NOW THAT UTILITIES HAVE COMPLETED THEIR MOVING. THEIR INABILITY TO SECURE MATERIAL PROMPTLY HAS GREATLY DISARRANGED HIGHWAY CONTRACTOR'S SCHEDULE.

OREGON STATE HIGHWAY COMMISSION

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

SCHAUPP

BQ188

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
OCT 2 1946
FOR FILING

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

(46)

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

KL237 DL PD=KLAMATH FALLS ORG 23 324P

1946 SEP 23 PM 3 47

ARTHUR SCHAUPP=
IMPERIAL HOTEL PTLD=

PLEASE URGE ALL POSSIBLE HASTE IN COMPLETION OF SOUTH SIXTH ST HIGHWAY IMPROVEMENT MYSELF AS WELL AS MANY OTHERS ARE BEING DRIVEN OUT OF BUSINESS MY GROSS RECEIPTSARE ONLY 11 PERCENT WITH EXPENSES AROUND 90 PERCENT OF LAST YEARS BUSINESS CONTACTORS HAVE VERY SMALL CREWSWORKING SHORT HOURS WITH LIMITED EQUIPMENT AND DONT SEEM TO CARE WHAT HAPPENS TO BUSINESS IN THIS CONSTRUCTION ZONE THIS IS URGENT=

BILL DAVIS ASSOCIATED SERVICE.

11 90.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

6TH

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

6 FROHNMAYER.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
APR 2 1947
FOR FILING

S-31(3)

September 26, 1946

Mr. T. E. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Klamath Falls-USRS Canal Section, Project No. S-31 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:JF
Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-31 (3)

KLAMATH FALLS-USRS CANAL SECTION OF THE

KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1946

CONSTRUCTION

62' Asphaltic Concrete Pavement (Sta. 0+00 to 69+46.7)

All Required		Clearing and Grubbing (70%)		$ 2,100.00
2,160	sq. yds.	Removal of Pavement	$ 0.50	1,080.00
710	sq. yds.	Removal of Walks	0.50	355.00
13	only	Removal of Catch Basins	10.00	130.00
2	only	Removal of Manholes	20.00	40.00
5,060	cu. yds.	Structural Excavation, Unclassified	2.00	10,120.00
11,400	cu. yds.	Borrow Excavation, Unclassified	0.60	6,840.00
10,050	cu. yds.	General Excavation, Unclassified	0.60	6,030.00
9,500	yd. sta.	Short Overhaul	0.02	190.00
80	C-yd. sta.	Long Overhaul	0.45	36.00
49,700	yd. mi.	Truck Haul on Borrow Materials	0.13	6,461.00
All Required		Finishing Roadbed and Slopes (70%)		385.00
130	lin. ft.	12" Concrete Pipe	1.50	195.00
180	lin. ft.	36" Concrete Pipe	8.50	1,530.00
120	lin. ft.	42" Concrete Pipe	12.50	1,500.00
170	lin. ft.	48" Concrete Pipe	16.00	2,720.00
2,020	lin. ft.	8" Sewer Pipe	0.90	1,818.00
2,260	lin. ft.	12" Sewer Pipe	1.25	2,825.00
5,950	lin. ft.	18" Sewer Pipe	2.00	11,900.00
1,700	lin. ft.	Salvaging Culvert Pipe	2.00	3,400.00
440	lin. ft.	Extra for Installing Pipe Under Pavement	3.00	1,320.00
1	only	Adjustment of Manholes	15.00	15.00
3	only	Adjustment of Catch Basins	15.00	45.00
8	only	Type "A" Manholes	200.00	1,600.00
14	only	Type "B" Manholes	150.00	2,100.00
57	only	Concrete Catch Basins	45.00	2,565.00
3	only	Concrete Settling Basins for 18" Concrete Pipe	100.00	300.00
1	only	Concrete Settling Basins for 36" Concrete Pipe	175.00	175.00
1	only	Concrete Settling Basins for 48" Concrete Pipe	200.00	200.00
970	cu. yds.	Concrete Curb and Gutter	35.00	33,950.00
5,700	sq. yds.	5" Concrete Walks	3.00	17,100.00
1,540	lin. ft.	Expansion Joints in Walks	0.10	154.00

1,150	sq. yds.	Concrete Driveways	$ 3.00	$ 3,450.00
18	only	Wood Sight Posts	8.00	144.00
528	cu. yds.	Concrete Traffic Islands	30.00	15,840.00
21	only	Concrete Light Pedestals	20.00	420.00
5	only	Concrete Pull Boxes	25.00	125.00
80	cu. yds.	Class "A" Concrete in Walls	40.00	3,200.00
6,000	lbs.	Metal Reinforcement	0.10	600.00
2,630	lin. ft.	3/4" Electrical Conduit	0.20	526.00
750	lin. ft.	1" Electrical Conduit	0.30	225.00
All Required		Constructing Recesses for Traffic Control Markers (90%)		450.00
9,800	cu. yds.	Talus Rock in Subbase	0.75	7,350.00
101,400	yd. mi.	Hauling Talus Rock in Subbase	0.11	11,154.00
10,000	cu. yds.	4½" - 2" Rock in Base	2.60	26,000.00
6,600	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.60	17,160.00
680	M-gals.	Sprinkling	2.25	1,530.00
440	cu. yds.	½" - 0" Rock in Binder Course	4.00	1,760.00
74	tons	Furnishing and Placing SC-3 Asphalt in Binder Course	25.00	1,850.00
13,600	tons	Class "B" Asphaltic Concrete	5.50	74,800.00
100	only	Asphaltic Concrete Traffic Markers	0.50	50.00
			Subtotal	$285,813.00
			10% Engr. & Cont.	28,581.30
			Total	$314,394.30
		Length	1.314 miles	
		Cost per mile	$239,265.09	

50' Asphaltic Concrete Pavement (Sta. 69+46.4 to 80+75)

All Required		Clearing and Grubbing (10%)		$ 300.00
30	cu. yds.	Structural Excavation, Unclassified	$ 2.00	60.00
6,000	cu. yds.	Borrow Excavation, Unclassified	0.60	3,600.00
850	cu. yds.	General Excavation, Unclassified	0.60	510.00
18,300	yd. mi.	Truck Haul on Borrow Material	0.13	2,379.00
All Required		Finishing Roadbed and Slopes (10%)		55.00
50	lin. ft.	18" Sewer Pipe	2.00	100.00
30	lin. ft.	Extra for Installing Pipe Under Pavement	3.00	90.00
1	only	Type "B" Manhole	150.00	150.00
3	only	Concrete Catch Basins	45.00	135.00
36	cu. yds.	Concrete Curb and Gutter	35.00	1,260.00
10	sq. yds.	Concrete Driveways	3.00	30.00
12	only	Wood Sight Posts	8.00	96.00
2	cu. yds.	Concrete Traffic Islands	30.00	60.00
1	only	Concrete Light Pedestals	20.00	20.00
70	lin. ft.	3/4" Electrical Conduit	0.20	14.00
All Required		Constructing Recesses for Traffic Control Markers (10%)		50.00

1,400	cu. yds.	Talus Rock in Base	$ 0.75	$ 1,050.00
15,500	yd. mi.	Hauling Talus Rock in Subbase	0.11	1,705.00
1,450	cu. yds.	4½" - 2" Rock in Base	2.60	3,770.00
1,630	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.60	4,238.00
100	M-gals.	Sprinkling	2.25	225.00
50	cu. yds.	½" - 0" Rock in Binder Course	4.00	200.00
8	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	25.00	200.00
1,500	tons	Class "B" Asphaltic Concrete	5.50	8,250.00
30	only	Asphaltic Concrete Traffic Markers	0.50	15.00
			Subtotal	$ 28,562.00
			10% Engr. & Cont.	2,856.20
			Total	$ 31,418.20

Length 0.177 mile
Cost per mile $177,503.95

Altamont Canal Bridge (Sta. 74+75 to 75+65)

All Required		Preparation of Old Bridge and Provision for Traffic		$ 4,500.00
All Required		Shoring, Cribbing, Etc.		300.00
75	cu. yds.	Structural Excavation	$ 3.00	225.00
10	cu. yds.	Structural Excavation Below Elevation Shown	3.50	35.00
165	cu. yds.	Class "A" Concrete	31.00	5,115.00
36,600	lbs.	Metal Reinforcement	0.10	3,660.00
200	lin. ft.	Metal Handrail	5.00	1,000.00
			Subtotal	$ 14,835.00
			10% Engr. & Cont.	1,483.50
			Total	$ 16,318.50

Length .036 mile

SUMMARY OF FUNDS

Item	Total Cost	Federal Secondary Funds	State Funds
62' A. C. Roadway	$314,394.30	$182,352.00	$132,042.30
50' A. C. Roadway	31,418.20	18,223.00	13,195.20
Altamont Bridge	16,318.50	9,465.00	6,853.50
	$362,131.00	$210,040.00	$152,091.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

March 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate to accompany plans and specifications for the Klamath Falls-USRS Canal Section, Project No. S-31 (3), which estimate has been revised for the excavation items and for some of the concrete items.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

15

Oregon State Highway Department

Federal Aid Secondary
Project No. S-31 (3)

KLAMATH FALLS-USRS CANAL SECTION OF THE
KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 26, 1946

All Required		Lands, Rights of Way, Easements, Etc.		$ 30,000.00

CONSTRUCTION

62' Asphaltic Concrete Pavement (Sta. 0+00 to 68+46.7)

All Required		Clearing and Grubbing (70%)		$ 700.00
2,160	sq. yds.	Removal of Pavement	$ 0.50	1,080.00
710	sq. yds.	Removal of Walks	0.30	213.00
13	only	Removal of Catch Basins	10.00	130.00
2	only	Removal of Manholes	40.00	80.00
5,060	cu. yds.	Structural Excavation, Unclassified	2.00	10,120.00
11,400	cu. yds.	Borrow Excavation, Unclassified	0.50	5,700.00
10,050	cu. yds.	General Excavation, Unclassified	1.00	10,050.00
9,500	yd. stas.	Short Overhaul	0.02	190.00
80	C-yd. stas.	Long Overhaul	0.50	40.00
49,700	yd. mi.	Truck Haul on Borrow Materials	0.15	7,455.00
All Required		Finishing Roadbed and Slopes (70%)		1,400.00
130	lin. ft.	12" Concrete Pipe	2.00	260.00
180	lin. ft.	36" Concrete Pipe	6.50	1,170.00
120	lin. ft.	42" Concrete Pipe	9.00	1,080.00
170	lin. ft.	48" Concrete Pipe	12.00	2,040.00
2,020	lin. ft.	8" Sewer Pipe	0.80	1,616.00
2,260	lin. ft.	12" Sewer Pipe	1.25	2,825.00
5,950	lin. ft.	18" Sewer Pipe	2.50	14,875.00
1,700	lin. ft.	Salvaging Culvert Pipe	1.00	1,700.00
440	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	440.00
1	only	Adjustment of Manholes	25.00	25.00
3	only	Adjustment of Catch Basins	15.00	45.00
8	only	Type "A" Manholes	150.00	1,200.00
14	only	Type "B" Manholes	100.00	1,400.00
57	only	Concrete Catch Basins	40.00	2,280.00
3	only	Concrete Settling Basins for 18" Concrete Pipe	75.00	225.00

1	only	Concrete Settling Basins for 36" Concrete Pipe	$100.00	$ 100.00
1	only	Concrete Settling Basins for 48" Concrete Pipe	125.00	125.00
970	cu. yds.	Concrete Curb and Gutter	33.00	32,010.00
5,700	sq. yds.	5" Concrete Walks	2.25	12,825.00
1,540	lin. ft.	Expansion Joints in Walks	0.10	154.00
1,150	sq. yds.	Concrete Driveways	2.25	2,587.50
18	only	Wood Sight Posts	4.00	72.00
528	cu. yds.	Concrete Traffic Islands	33.00	17,424.00
21	only	Concrete Light Pedestals	25.00	525.00
5	only	Concrete Pull Boxes	25.00	125.00
80	cu. yds.	Class "A" Concrete in Walls	33.00	2,640.00
6,000	lbs.	Metal Reinforcement	0.08	480.00
2,630	lin. ft.	3/4" Electrical Conduit	0.40	1,052.00
750	lin. ft.	1" Electrical Conduit	0.50	375.00
All Required		Constructing Recesses for Traffic Control Markers (90%)		270.00
9,800	cu. yds.	Talus Rock in Subbase	0.50	4,900.00
101,400	yd. mi.	Hauling Talus Rock in Subbase	0.12	12,168.00
10,000	cu. yds.	4½" - 2" Rock in Base	2.50	25,000.00
6,600	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	16,500.00
680	M-gals.	Sprinkling	2.00	1,360.00
440	cu. yds.	½" - 0" Rock in Binder Course	4.00	1,760.00
74	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	32.00	2,368.00
13,600	tons	Class "B" Asphaltic Concrete	6.50	88,400.00
100	only	Asphaltic Concrete Traffic Markers	0.50	50.00
			Subtotal	$291,609.50
			10% Engr. & Cont.	29,160.95
			Total	$320,770.45

Length 1.314 miles
Cost per mile $244,117.54

50' Asphaltic Concrete Pavement (Sta. 69+46.4 to 80+75)

All Required		Clearing and Grubbing (10%)		$ 100.00
30	cu. yds.	Structural Excavation, Unclassified	$ 2.00	60.00
6,000	cu. yds.	Borrow Excavation, Unclassified	0.50	3,000.00
850	cu. yds.	General Excavation, Unclassified	1.00	850.00
18,300	yd. mi.	Truck Haul on Borrow Materials	0.15	2,745.00
All Required		Finishing Roadbed and Slopes (10%)		200.00
50	lin. ft.	18" Sewer Pipe	2.50	125.00
30	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	30.00
1	only	Type "B" Manhole	100.00	100.00

3	only	Concrete Catch Basins	$ 40.00	$ 120.00
36	cu. yds.	Concrete Curb and Gutter	33.00	1,188.00
10	sq. yds.	Concrete Driveways	2.25	22.50
12	only	Wood Sight Posts	4.00	48.00
2	cu. yds.	Concrete Traffic Islands	33.00	66.00
1	only	Concrete Light Pedestals	25.00	25.00
70	lin. ft.	3/4" Electrical Conduit	0.40	28.00
All Required		Constructing Recesses for Traffic Control Markers (10%)		30.00
1,400	cu. yds.	Talus Rock in Base	0.50	700.00
15,500	yd. mi.	Hauling Talus Rock in Subbase	0.12	1,860.00
1,450	cu. yds.	4½" - 2" Rock in Base	2.50	3,625.00
1,630	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	4,075.00
100	M-gals.	Sprinkling	2.00	200.00
50	cu. yds.	½" - 0" Rock in Binder Course	4.00	200.00
8	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	32.00	256.00
1,500	tons	Class "B" Asphaltic Concrete	6.50	9,750.00
30	only	Asphaltic Concrete Traffic Markers	0.50	15.00
		Subtotal		$ 29,418.50
		10% Engr. & Cont.		2,941.85
		Total		$ 32,360.35

Length 0.177 mile
Cost per mile $182,826.83

Altamont Canal Bridge (Sta. 74+75 to 76+65)

All Required		Preparation of Old Bridge and Provision for Traffic		$ 1,000.00
All Required		Shoring, Cribbing, Etc.		3,000.00
75	cu. yds.	Structural Excavation	$ 5.00	375.00
10	cu. yds.	Structural Excavation below Elevation Shown	10.00	100.00
165	cu. yds.	Class "A" Concrete	38.00	6,270.00
36,600	lbs.	Metal Reinforcement	0.07	2,562.00
200	lin. ft.	Metal Handrail	8.00	1,600.00
		Subtotal		$ 14,907.00
		10% Engr. & Cont.		1,490.70
		Total		$ 16,397.70

Length .036 mile

SUMMARY OF FUNDS

Item	Total Cost	Federal Secondary Funds	State Funds
Lands, Rights of Way, Etc.	$ 30,000.00	$ 14,000.00	$ 16,000.00
62' A. C. Roadway	320,770.45	171,875.00	148,895.45
50' A. C. Roadway	32,360.35	17,339.00	15,021.35
Altamont Bridge	16,397.70	8,786.00	7,611.70
	$399,528.50	$212,000.00	$187,528.50

March 18, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, six copies each of the bid proposals for the three units of the Mazama Junction-Lobert Section, Project No. F-320 (2).

These proposals have been revised to permit combination bids for the Spring Creek Hill Unit and the Spring Creek Hill-Lobert Unit instead of the Mazama Junction-Spring Creek Hill and Spring Creek Hill Units as originally contemplated. This change has been made for the reason that the type of grading equipment required on the middle and south units is similar, while the north unit will require a somewhat different type. Accordingly, it is our belief that this arrangement is more logical and desirable.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWH:GS

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

March 18, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. S-31(3), Klamath Falls - USRS Canal, Section of the Klamath Falls - Lakeview Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld until the right of entry to all unacquired right of way is obtained.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
MAR 20 1946
OREGON
STATE HIGHWAY COMMISSION

xxxxxxxxxxxx
Division 8

March 18, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. S-31(3), Klamath Falls - USRS Canal, Section of the Klamath Falls - Lakeview Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld until the right of entry to all unacquired right of way is obtained.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
MAR 20 1946
OREGON
STATE HIGHWAY COMMISSION

March 8, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3908
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate, two copies of statement of completed Federal-aid work and four copies of right of way statement to accompany plans and specifications for the Klamath Falls-USRS Canal Section, Project No. S-31 (3).

One set of blueprint plans and six bid proposals are being sent under separate cover.

No landscaping is planned for this section for the reason that it traverses a thickly populated section, requiring a roadway of such width, together with adjacent sidewalks, that most of the right of way is occupied. Accordingly, but little areas remain for landscaping work.

Very truly yours,

$21,000 Row

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

KLAMATH FALLS-USERS CANAL SECTION

PROJECT NO. S-31 (3)

While negotiations for rights of way are in progress, six parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be fully acquired within 21 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 8, 1946

Oregon State Highway Department

Federal Aid Secondary
Project No. S-31 (3)

KLAMATH FALLS-USBR CANAL SECTION

OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 8, 1946

All Required		Lands, Rights of Way, Easements, Etc.		$ 30,000.00

CONSTRUCTION

62' Asphaltic Concrete Pavement (Sta. 0+00 to 64+46.7)

All Required		Clearing and Grubbing (70%)		$ 700.00
2,160	sq. yds.	Removal of Pavement	$ .50	1,080.00
710	sq. yds.	Removal of Walks	.30	213.00
13	only	Removal of Catch Basins	10.00	130.00
2	only	Removal of Manholes	40.00	80.00
5,060	cu. yds.	Structural Excavation, Unclassified	1.50	7,590.00
11,400	cu. yds.	Borrow Excavation, Unclassified	.30	3,420.00
10,050	cu. yds.	General Excavation, Unclassified	.40	4,020.00
9,500	yd. sta.	Short Overhaul	.02	190.00
80	C-yd. sta.	Long Overhaul	.50	40.00
49,700	yd. mi.	Truck Haul on Borrow Materials	.15	7,455.00
All Required		Finishing Roadbed and Slopes (70%)		1,400.00
130	lin. ft.	12" Concrete Pipe	2.00	260.00
180	lin. ft.	36" Concrete Pipe	6.50	1,170.00
120	lin. ft.	42" Concrete Pipe	9.00	1,080.00
170	lin. ft.	48" Concrete Pipe	12.00	2,040.00
2,020	lin. ft.	8" Sewer Pipe	.80	1,616.00
2,260	lin. ft.	12" Sewer Pipe	1.25	2,825.00
5,950	lin. ft.	18" Sewer Pipe	2.50	14,875.00
1,700	lin. ft.	Salvaging Culvert Pipe	1.00	1,700.00
440	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	440.00
1	only	Adjustment of Manholes	25.00	25.00
3	only	Adjustment of Catch Basins	15.00	45.00
8	only	Type "A" Manholes	150.00	1,200.00
14	only	Type "B" Manholes	100.00	1,400.00
57	only	Concrete Catch Basins	40.00	2,280.00
3	only	Concrete Settling Basins for 18" Concrete Pipe	75.00	225.00

1	only	Concrete Settling Basins for 36" Concrete Pipe	$ 100.00	$ 100.00
1	only	Concrete Settling Basins for 48" Concrete Pipe	125.00	125.00
970	cu. yds.	Concrete Curb and Gutter	40.00	38,800.00
5,700	sq. yds.	5" Concrete Walks	2.25	12,825.00
1,540	lin. ft.	Expansion Joints in Walks	.10	154.00
1,150	sq. yds.	Concrete Driveways	2.25	2,587.50
18	only	Wood Sight Posts	4.00	72.00
528	cu. yds.	Concrete Traffic Islands	35.00	18,480.00
21	only	Concrete Light Pedestals	25.00	525.00
5	only	Concrete Pull Boxes	25.00	125.00
80	cu. yds.	Class "A" Concrete in Walls	40.00	3,200.00
6,000	lbs.	Metal Reinforcement	.08	480.00
2,630	lin. ft.	3/4" Electrical Conduit	.40	1,052.00
750	lin. ft.	1" Electrical Conduit	.50	375.00
All Required		Constructing Recesses for Traffic Control Markers (90%)		270.00
9,800	cu. yds.	Talus Rock in Subbase	.50	4,900.00
101,400	yd. mi.	Hauling Talus Rock in Subbase	.12	12,168.00
10,000	cu. yds.	4½" - 2" Rock in Base	2.50	25,000.00
6,600	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	16,500.00
680	M-gals.	Sprinkling	2.00	1,360.00
440	cu. yds.	½" - 0" Rock in Binder Course	4.00	1,760.00
74	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	32.00	2,368.00
13,600	tons	Class "B" Asphaltic Concrete	6.50	88,400.00
100	only	Asphaltic Concrete Traffic Markers	.50	50.00
			Subtotal	$289,175.50
			10% Engr. & Cont.	28,917.55
			Total	$318,093.05

Length 1.314 miles
Cost per mile $242,079.94

__50' Asphaltic Concrete Pavement (Sta. 69+46.4 to 80+75)__

All Required		Clearing and Grubbing (10%)		$ 100.00
30	cu. yds.	Structural Excavation, Unclassified	$ 1.50	45.00
6,000	cu. yds.	Borrow Excavation, Unclassified	.30	1,800.00
850	cu. yds.	General Excavation, Unclassified	.40	340.00
18,300	yd. miles	Truck Haul on Borrow Material	.15	2,745.00
All Required		Finishing Roadbed and Slopes (10%)		200.00
50	lin. ft.	18" Sewer Pipe	2.50	125.00
30	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	30.00
1	only	Type "B" Manhole	100.00	100.00
3	only	Concrete Catch Basins	40.00	120.00

36	cu. yds.	Concrete Curb and Gutter	$ 40.00	$ 1,440.00
10	sq. yds.	Concrete Driveways	2.25	22.50
12	only	Wood Sight Posts	4.00	48.00
2	cu. yds.	Concrete Traffic Islands	35.00	70.00
1	only	Concrete Light Pedestals	25.00	25.00
70	lin. ft.	3/4" Electrical Conduit	.40	28.00
All Required		Constructing Recesses for Traffic Control Markers (10%)		30.00
1,400	cu. yds.	Talus Rock in Base	.50	700.00
15,500	yd. mi.	Hauling Talus Rock in Subbase	.12	1,860.00
1,450	cu. yds.	4½" - 2" Rock in Base	2.50	3,625.00
1,630	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	4,075.00
100	M-gals.	Sprinkling	2.00	200.00
50	cu. yds.	½" - 0" Rock in Binder Course	4.00	200.00
8	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	32.00	256.00
1,500	tons	Class "B" Asphaltic Concrete	6.50	9,750.00
30	only	Asphaltic Concrete Traffic Markers	.50	15.00
		Subtotal		$ 27,949.50
		10% Engr. & Cont.		2,794.95
		Total		$ 30,744.45

Length 0.177 mile
Cost per mile $173,697.45

Altamont Canal Bridge (Sta. 74+75 to 76+65)

All Required		Preparation of Old Bridge and Provision for Traffic		$ 1,000.00
All Required		Shoring, Cribbing, Etc.		3,000.00
75	cu. yds.	Structural Excavation	$ 5.00	375.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
165	cu. yds.	Class "A" Concrete	38.00	6,270.00
36,600	lbs.	Metal Reinforcement	.07	2,562.00
200	lin. ft.	Metal Handrail	8.00	1,600.00
		Subtotal		$ 14,907.00
		10% Engr. & Cont.		1,490.70
		Total		$ 16,397.70

Length .036 mile

SUMMARY OF FUNDS

Item	Total Cost	Federal Secondary Funds	State Funds
Lands, Rights of Way, Etc.	$ 30,000.00	$ 14,000.00	$ 16,000.00
62' A. C. Roadway	318,093.05	172,443.00	145,650.05
50' A. C. Roadway	30,744.45	16,667.00	14,077.45
Altamont Bridge	16,397.70	8,890.00	7,507.70
	$395,235.20	$212,000.00	$183,235.20

STATEMENT OF FEDERAL AID WORK

KLAMATH FALLS-USRS CANAL SECTION

PROJECT NO. S-31 (3)

Former		Present			Length	
Sec.	Type	Type	Width	Station to Station	Former	Present
-	-		62	0+0 to 51+81 (51+27 PR 31)	-	0.981
31(1)	333	604	62	51+81 to 69+46.4	0.333	0.333
31(1)	333	604	50	69+46.4 to 80+75 (80+11 PR 31)	0.177	0.177
-	-	950		74+75 to 75+65	-	0.036

KLAMATH FALLS-USRS CANAL SECTION

PROJECT NO. S-31 (3)

While negotiations for rights of way are in progress, six parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be fully acquired within 21 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 8, 1946

RECEIVED
SEP 4 1946
FOR FILING

5-31-3

August 31, 1946

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Attention: Mr. J. R. Wisinger

Cross Referenced To
Const.
R/W
Quarries

Gentlemen:

I am advised that you are planning on using rock from the state quarry for paving the streets of Klamath Falls and on private work in that vicinity.

Please be advised that you have not been granted permissionto use any rock from the state quarry for other than the state job. The State has been put to considerable expense in locating and developing this quarry, and since there are other quarries in the immediate vicinity, I do not feel we can permit its promiscuous use for private work.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. H. G. Smith
Mr. Wm. E. Chandler

RECEIVED
AUG 17 1946
FOR FILING

S31-3

August 16, 1946

Signal Oil Company
P. O. Box 4380
Portland 8, Oregon

Attention: Mr. W. Cunningham, Division Engineer

Gentlemen:

In answer to your letter of July 11, I wish to advise that the contract for moving your station at South Sixth and Midland Streets, owned by the Klamath Basin Co-operative, did not include paving. We will arrange to do that when the other paving is being done.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. Wm. E. Chandler
Mr. P. P. Whitmore

FORM E-30 25M 7-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Box 1090 Klamath Falls, Oregon.

August 1, 1946.

South 6th St. Job
SUBJECT: R/W # 9604

RECEIVED
AUG 2 - 1946
DIV. [illegible] ENGINEER

To: W. E. Chandler, Division Engineer,
Bend, Oregon.

Dear Sir;

Here is letter which I received today. We have no information here to provide the answer. Maybe the right of way department can answer it. I believe Mr. Cozad and Mr. Parker helped make the deal to move the station, the work was done by C. A. Dunn.

They want their yard paved, at So. 6th and Midland Road.

Very trulyn yours

P P Whitmore

P. P. Whitmore
Resident Engineer.

Copy H. G. Smith Salem

RECEIVED
[illegible] 1946
OFFICE [illegible]

SIGNAL OIL COMPANY

POST OFFICE BOX 4380
PORTLAND, OREGON

July 31, 1946

9604

Engineering Department
State Highway Commission
Klamath Falls, Oregon

Attention: South Sixth Street job superintendent

Gentlemen:

The Dunn Construction Company recently relocated the Signal Oil Company service station on South Sixth and Midland Road and we understand from Mr. Dunn that his contract did not cover the replacing of the black top at our station. It was our understanding with the Klamath Basin Coop. and the State Highway Department that our service station would be relocated and restored at no cost to Signal Oil Company.

Please advise if the black topping is to be taken care of by the Warren Construction Company during the time that they are surfacing South Sixth Street and if same is to be included in the contract with the Dunn Construction Company.

Very truly yours,

SIGNAL OIL COMPANY
A. B. BURNHAM, DIVISION MANAGER

By W. Cunningham
W. Cunningham, Division Engineer

WC:LU

RECEIVED
JUN 24 1946
FOR FILING

S 31-3

June 21, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are copies of Price Agreement No. 1, covering rock backfill around drain pipe between Stations 0+00 and 49+00, on the Klamath Falls-USRS Canal Section, Contract No. 2799, in connection with Federal Aid Project No. S-31 (3), in Klamath County.

There was no provision for rock backfill in the contract and it is required to secure a stable foundation for drain pipe on this section of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS

Encl.

RECEIVED
JUN 12 1946
FOR FILING

S 31-3

Salem, Oregon
June 11, 1946

Service Roads
Klamath Falls

Mr. E. G. Smith

Attached hereto is a copy of a letter from Alfred D. Collier, President of the Swan Lake Moulding Company, advising that additional service roads are to be constructed by property owners along the South Sixth Street Project, Klamath Falls, and suggesting, in order that the type of construction will be in keeping with the highway improvement, that the engineering in connection therewith should be furnished by the State Highway Department.

This matter was discussed by the State Highway Commission at its last meeting. The Commission approved the furnishing of such engineering service in connection with these roads on the condition that the engineer service only is to be rendered. Please bear this in mind and provide such engineering service as may be necessary and desirable.

R. H. Baldock

RHB-HBG:ee

Agenda Item 4-f
May 15 and 16, 1946

May 22, 1946

Mr. Alfred D. Collier, President
Swan Lake Moulding Company
P. O. Box 271
Klamath Falls, Oregon

Dear Mr. Collier:

I presented to the State Highway Commission at its meeting on May 15 your letter of April 27, 1946, in which you suggest that the Commission authorize the furnishing of engineering service in connection with the construction of service roads along South Sixth Street in your city in order to secure the proper type of construction, which will be in keeping with the highway improvement that is now under way.

I am pleased to inform you that the Commission authorized the Engineer to perform such engineering service.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

April 30, 1946

Mr. Alfred D. Collier, President
Swan Lake Moulding Company
South Sixth Street
P. O. Box 271
Klamath Falls, Oregon

Dear Mr. Collier:

This is to acknowledge receipt of your letter of April 27 concerning the construction of an additional service road in connection with the South Sixth Street Project, Klamath Falls.

I shall be pleased to see that your letter has the attention of the State Highway Commission at its next meeting. I am including it on the agenda as one of the items for discussion.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ec

D. COLLIER, PRESIDENT
E. O'NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY
PHONE 3169 SOUTH SIXTH STREET P. O. BOX 271
KLAMATH FALLS, OREGON

4-f

H. B. Glaisyer
Sec., Oregon State Highway Commission
Salem, Oregon

April 27, 1946

Dear Sir:

In connection with the widening and construction of South Sixth Street, additional service roads are to be constructed by adjoining property owners from approximately station 11 plus 25 to station 16 plus 25, from approximately station 17 to approximately station 37 plus 25 on the right hand side of the road, and from approximately station 28 plus 75 to station 37 plus 25 on the left side of the road, distance in all of some 5375 feet.

To insure a proper type of construction which will be in keeping with the first class highway you are building, by rights these roads should be planned by your engineering department. This is particularly true of the portion to be built by the Klamath Grange Supply Company, which is an organization of farmers, busy with their own tasks and therefore unable to devote the necessary time and attention to this project. A similar condition will occur wherever additional service roads are built supplimenting the highway.

I do not know whether the commission has made a determination of what their policy would be as far as supplying the engineering for these service roads goes. I believe the cost of supplying engineering would be justified in the better service to the public that a properly engineered service road would give. I suppose this is a matter which can come up at the next meeting of the commission.

We will appreciate advice as to your decision when it is made. Similar letters have been sent to the other members of the commission and to Mr. Baldock.

Respectfully yours,

SWAN LAKE MOULDING COMPANY

Alfred D. Collier

Alfred D. Collier, President.

ADC/dl

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
APR 29 1946
OREGON
STATE HIGHWAY COMMISSION

FOLIO 30
DATE 5-2

S+C

RECEIVED
JUN 10 1946
FOR FILING

S 31-3

June 7, 1946

Klamath County Court
Klamath Falls, Oregon

Gentlemen:

This is to acknowledge receipt of your communication of June 5.

I believe that your suggestion that someone from the Highway Department discuss with you on the ground the matter of the location of South Sixth Street, connecting to the Fair Grounds and the County Shops, is the best plan. Accordingly, I will arrange to go down there sometime in the fore part of July as all the rest of my time this month is taken up. If this will not be satisfactory, due to the progress of the work, I will ask Mr. H. G. Smith to represent me in the conference.

I know that when we fully understand each other's viewpoint, there can be a satisfactory meeting of minds, because we have always found the Klamath County Court to be reasonable and cooperative.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. H. G. Smith

OHN R. REBER, COMMISSIONER
MALIN, OREGON
L. L. LOW, SHERIFF
MAE K. SHORT, COUNTY CLERK
NEWTON B. NELSON, ASSESSOR
FRANK Z. HOWARD, SURVEYOR

FRED L. POPE, COMMISSIONER
FORT KLAMATH, OREGON
L. ORTH SISEMORE, DISTRICT ATTORNEY
C. L. LANGSLET, TREASURER
MAX SAUNDERS, TAX COLLECTOR
GEO. H. ADLER, M. D., CORONER

Klamath County Court
U. E. REEDER, JUDGE
KLAMATH FALLS, OREGON

June 5, 1946

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

In reference to your letter of May 31st, we feel that there are many things in controversy in the present plans.

During the original discussion we were told that the State would provide suitable approaches to both the Fair Grounds and County Shops.

We also feel that the cost to pipe the drain is not excessive to the State due to the fact that the County is deeding lands for the highway improvement which would otherwise cost the State many thousands of dollars.

It is our suggestion that someone from the Highway Department come down to Klamath Falls and we will be able to talk these things over and reach a more satisfactory conclusion for all concerned.

We certainly want to do what is right and will be looking forward to having a meeting with you in the near future.

Yours very truly,

U. E. Reed County Judge

John R. Reber Commissioner

Fred L. Pope Commissioner

RECEIVED
JUN [illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

WMH/hm

RECEIVED
JUN 4 1946
FOR FILING

S 31-3

May 31, 1946

Hon. ~~U. E.~~ Reeder
County Judge of Klamath County
Klamath Falls, Oregon

Dear Sir:

We were studying a slight change in the layout at South Sixth Street and Altamont Drive at the request of the Washington office of the Public Roads Administration, and I had delayed answering your letter with respect to the fairgrounds and county shops until the studies had been completed, but now I find that this slight change would have no effect upon the entrances to the shops or fairgrounds.

I regret that you did not have a clear understanding of what was proposed at this location. The entrances were shown on the plans submitted by Mr. Weaver, and we assumed the details had been fully worked out and did not realize that his illness had probably prevented him from completing his preliminary negotiations with you.

I am attaching a map× showing the proposed layout into the fairgrounds and county shops. This has been given considerable study, and we feel that it is necessary to successfully handle the traffic at this point. It will even function adequately during the fair when traffic will be at its peak.

It had been our idea that the County would make the necessary changes on its property, but it can be done by the State Highway Department. To pipe the drain for the entire distance would increase the cost about $4,000 at present prices, which seems hardly justifiable. If the State Highway Department were to make the approaches, we would expect them to become a permanent part of the highway improvement and not be changed afterward when the property is sold. I think, therefore, they should be deeded to the Highway Department.

If you will study the map on the ground, I think you will realize that this scheme of approaches is necessary for the adequate handling of traffic.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

× Sheet No. 7, Proj. No. S-31(3) - K. Fa. Co. USBRS Canal Sec.

JOHN R. REBER, COMMISSIONER
MALIN, OREGON
L. L. LOW, SHERIFF
MAE K. SHORT, COUNTY CLERK
NEWTON B. NELSON, ASSESSOR
FRANK Z. HOWARD, SURVEYOR

FRED L. POPE, COMMISSIONER
FORT KLAMATH, OREGON
L. ORTH SISEMORE, DISTRICT ATTORNEY
C. L. LANGSLET, TREASURER
MAX SAUNDERS, TAX COLLECTOR
GEO. H. ADLER, M. D., CORONER

Klamath County Court
U. E. REEDER, JUDGE
KLAMATH FALLS, OREGON

May 10, 1946

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

We are writing in regard to the elaborate plans which the State has provided for the South Sixth Street job in the vicinity of our county shops. We are not entirely satisfied with the present set up of having the traffic from the fair grounds cross in front of our shops.

After the proposed roadway was staked we see that there is very little room left us for parking our many vehicles. One thing that would help this condition a great deal would be to pipe the drain for 4 or 5 hundred feet. This is just a suggestion to see if something along this line could be worked out by your department.

It is also our understanding that the State will, at their expense, construct this proposed roadway from the Fair Grounds across our shop property.

May we hear from you at an early date regarding the above as at the present time your plans are indefinite as far as we are concerned.

Yours very truly,

U E Reeder County Judge

________________ County Commissioner

WMH/hm

RECEIVED
MAY 13 1946
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
A G [illegible]
By Chief Engineer
Prepare answer

RECEIVED
JUN 13 1946
FOR FILING

S 31-3

June 4, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box #3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of May 1, concerning the Klamath Falls-U. S. R. S. Canal Project, Oregon S - 31 (3).

Your suggestion that the center island at the Altamont Drive intersection be cut back on the east side to give a more direct approach to the highway from the Drive, meets with our approval. Plans showing this change have been prepared and five copies are being submitted to you under separate cover.

We do not anticipate that traffic conditions at the Altamont Drive intersection will be such as to warrant stop and go control. Present plans do not, therefore, contemplate an installation of stop and go lights. This type of signal will be installed, of course, if, as and when traffic conditions warrant.

Your assumption with reference to the two roads leading to the fair grounds is correct. Each of them is to be operated on a one-way basis.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

RECEIVED
JUN 6 1946
FOR FILING

S 31-2

June 4, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box #3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of May 1, concerning the Klamath Falls-U. S. R. S. Canal Project, Oregon S - 31 (3).

Your suggestion that the center island at the Altamont Drive intersection be cut back on the east side to give a more direct approach to the highway from the Drive, meets with our approval. Plans showing this change have been prepared and five copies are being submitted to you under separate cover.

We do not anticipate that traffic conditions at the Altamont Drive intersection will be such as to warrant stop and go control. Present plans do not, therefore, contemplate an installation of stop and go lights. This type of signal will be installed, of course, if, as and when traffic conditions warrant.

Your assumption with reference to the two roads leading to the fair grounds is correct. Each of them is to be operated on a one-way basis.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

HINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

May 1, 1946.

REFERRED TO [illegible]
by Chief Engineer
Please prepare answer & forward attached sketch showing [illegible] by [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our conversation relative to the large traffic island at the Altamont Drive intersection on Oregon S-31(3), the Klamath Falls - U.S.R.S. Canal Project.

Our concern is that the 1,170 vehicles making the left turn from Altamont Drive must go out of direction to go around this island, and it appears this could be remedied by cutting back the east side of the island, possibly making it a circle generated by the radius which fixes the present west side of this island. Giving this preference to the traffic from Altamont Drive would not interfere with the radius on the east end of the island nor interfere with such truck traffic as desires to make a U turn at this point. Will you please give this your consideration.

We assume the fair grounds road opposite Altamont Drive is a one-way exit, with a one-way entrance road to the east. We would appreciate advice as to this detail.

The plans provide for traffic light pedestals, it is not clear that stop and go control is proposed. The position of the pedestals suggest flashing or flood lights. We would also appreciate information on this point.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer.

RECEIVED
MAY 2 1946
OREGON
STATE HIGHWAY COMMISSION

Copy sent to [illegible]

RECEIVED
JUN 4 1946
FOR FILING

S 31-3

May 31, 1946

Mr. E. L. Stephens
Superintendent
Bureau of Reclamation
Klamath Falls, Oregon

Dear Sir:

Our plans for the Klamath Falls-U.S.R.S. Canal Section (South Sixth Street Project) call for the replacement of the 36-inch corrugated metal pipe with a 48-inch pipe. This is approximately the area of the two 36-inch pipes you suggest, and it would seem to have been specified upon the advice of your department, since we would hardly have been enlarging the present pipe unless a question had been raised as to its adequacy.

If you still think the slight difference between two 36-inch pipes and one 48-inch pipe is material, we will endeavor to make the substitution.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. H. G. Smith

([illegible] R. H. Baldock 6-5-46)

FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Klamath Falls, Oregon
May 23, 1946

Mr. G. S. Paxson, Bridge Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Paxson:

Reference is made to your widening of the South Sixth Street highway and the crossing of our No. I-C Drain. It is noted from your right of way map that there is a single 36" corrugated metal pipe located in the Drain under the highway. This project has a 4' X 4' concrete box culvert in this drain where it crosses under the "A" or "Main" Canal.

It is believed that the one 36" diameter pipe provides inadequate area under the highway and is recommended that when the new highway is constructed, that two 36" corrugated metal pipes be installed at this location.

Very truly yours,

E. L. Stephens
Superintendent

RECEIVED
MAY 27 1946
[illegible]

RECEIVED
[illegible] 1946
FOR FILING

S 31-2

K. Falls-USRS

May 28, 1946

Mr. H. P. Bosworth, Jr.
District Manager
California Oregon Power Company
Klamath Falls, Oregon

Dear Mr. Bosworth:

I am unwilling to grant your request that power poles be placed other than immediately adjacent to the curb because the space is needed for sidewalks. Of course it is understood that the holes will be dug vertically, and the batter in the poles will make it impractical to place them exactly against the curbs, but I expect them to be placed within from one to three inches of the curb.

Inasmuch as the fire hydrants are usually much smaller in diameter than your power poles, I am willing that the back of the hydrants be in line with the back of the power poles, which, I presume, might give you as much as twelve inches from the face of the curb.

Street light standards, standpipes, etc. should have the enlarged base immediately adjacent to the curb.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. O. Smith
Mr. Wm. E. Chandler
Mr. P. P. Whitmore

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

KLAMATH FALLS, OREGON

REFERRED TO
H. G. Smith
By Chief Engineer

May 24, 1946

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

This letter is being addressed to you with reference to the work now being undertaken or to be undertaken by this Company in connection with the highway improvement project along South Sixth Street in the vicinity of Klamath Falls, Oregon.

Approximately 1000 feet of 6" water main at the Easterly end of the project has been relocated. Although we are prepared to continue with the relocation of the 6" main and the installation of the 4" and 12" mains, it was necessary for me to assign the crews to other work yesterday as no complete stretch of highway right of way has been cleared of present obstructions. I explained this situation to Mr. W. E. Chandler, Mr. P. P. Whitmore and to the contractor's representatives yesterday. The work will be resumed as soon as a clear right of way has been obtained.

A preliminary application to cover the installation of all of our water facilities is now in the course of preparation, I will appreciate it if you will cause to be forwarded to me several sets of the small scale map covering this project. We would like to retain two copies of these prints and on whatever number of copies you desire, we will indicate the location by size of the various mains and crossings to be installed. We will also include a sketch showing the location of the water main, water meter boxes, hydrants and other water facilities with respect to the highway right of way and to grade. The location of these facilities has received local approval and copies of the prints were handed to Mr. Chandler and to Mr. Whitmore yesterday.

We are also preparing a preliminary application to cover the electric facilities. The location of the electric power poles has been approved by your office and will conform as nearly as is physically possible to the highway stationing which your office has recommended. This stationing will permit the later installation of a street lighting system and the additional poles required to meet this program will be installed by the Company at its expense.

In my letter of May 4, 1946, addressed to you, I stated in part as follows: "The question of the exact location of the poles with respect to the curb line has been discussed with your local office and will be covered with a formal request for approval. It is the Company's desire to place the poles a sufficient distance back from the curb to avoid damage from the normal overhang of vehicles and from the unusual overhang of large heavily loaded trucks which is induced by the crown of the road." In your reply of May 7, 1946, you stated that you were unwilling to make any concessions with respect to the encroachment of the poles on the sidewalk and that the poles must be placed immediately adjacent to the curb.

The location of the poles with reference to the curb line is a matter of utmost importance to the Company and I request that you reconsider this matter. In the past, poles have been placed with the outer face adjacent to the curb line and at varying distances up to 18" back from the curb line. The Company's interests are best protected with the maximum horizontal clearance. There are many instances which can be shown where the base of the pole has been struck numerous times by the bumpers or fenders of cars or trucks as they approach the curb or back towards the curb for parking. There are also numerous instances where the poles which were placed too close to the curb line have been struck at a higher elevation by the overhang of large size trucks. In Many instances the overhang has been caused by an unbalanced load or by the crown of the road. Along Klamath Avenue in Klamath Falls an ornamental street lighting system was installed about 15 years ago. During this period at least half of the standards have been either destroyed or severely damaged by the action of trucks or cars. Impact with the pole not only damages the pole itself but very frequently causes the overhead wires to swing together thus creating a short circuit which results in the wires burning down with consequent hazard to the public.

I fully appreciate the fact that it is your desire to maintain the maximum useful width of the sidewalk at all points. I personally feel that a satisfactory compromise between our respective interests would be effected if the Company were to be permitted to install its electric poles so that the outer face is 6" from the inside of the curb. This would give 1-foot clearance between the outer face of the curb and, while it is not the clearance that we feel is required for extreme conditions, it would satisfy the normal safety requirements.

The Company is also interested in the clearance from the curb for the street lighting standards as we have entered into an agreement with the Swan Lake Moulding Company regarding their operation and maintenance. The same general comments in the preceding paragraph apply to both the street light standards and the fire hydrants. I will appreciate your consideration of this problem and it is my request that 12" horizontal clearance be permitted for all power poles, street light standards, fire hydrants, stand pipes or other above-ground facilities of the Company which may be subject to injury, damage or interference with their operating efficiency through impact with vehicles.

As soon as your approval with respect to the horizontal clearance for our poles has been received, we will prepare a preliminary application for all electric facilities. Again may I request a sufficient number of copies of your small scale print upon which this information can be shown. I suggest that it be included on your prints only for your convenience as we can prepare our own maps if you prefer.

Yours very truly,

HPBosworth, Jr.
H. P. BOSWORTH, JR.
District Manager

HPB:ltm

cc W. E. Chandler
P. P. Whitmore
H. G. Smith

RECEIVED
MAY 27 1946
OFFICE OF
CONSTR[illegible] ENGINEER

RECEIVED
MAY 27 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1946
FOR FILING

ALFRED D. COLLIER, PRESIDENT
V. E. O'NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY
PHONE 3169 SOUTH SIXTH STREET P. O. BOX 271
KLAMATH FALLS, OREGON

S 31-3

H. B. Glaisyer
Secretary, Ore. State Highway Comm.
Salem, Oregon

May 24, 1946

Dear Sir:

Your letter of May 22 in which you inform us that the State Highway Commission has authorized the engineer to perform the engineering service required in connection with the construction of the service roads along South Sixth Street.

Thank you very much for your kind assistance in this matter.

Respectfully yours,
SWAN LAKE MOULDING COMPANY

Alfred D. Collier, President.

ADC/dl

NOTED
H. B. GLAISYER

RECEIVED
MAY 27 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 9 1946
FOR FILING

S 31-3

May 7, 1946

Mr. H. P. Bosworth, Jr.
District Manager
The California Oregon Power Company
Klamath Falls, Oregon

Dear Sir:

In answer to your letter of May 4, regarding reconstruction on South Sixth Street in Klamath Falls, I am advised that the prints showing the proposed location of the electric poles to permit the later installation of the street lighting system were forwarded you about the 30th of April, so you must have received them by this time.

I am unwilling to make any concessions with respect to the encroachment of the poles on the sidewalk area. The poles must be placed immediately adjacent to the curb.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

THE CALIFORNIA OREGON POWER COMPANY

PIONEERS IN PUBLIC SERVICE

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

KLAMATH FALLS, OREGON

RECEIVED
1946

May 4, 1946

REFERRED TO
H G Smith
by Chief Engineer
Note on 2nd page

NOTED
J. G. SMITH

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Receipt is hereby acknowledged of your letter of April 29, 1946, addressed to me in which you expressed concern over the present plans of this Company in connection with the changes to our electric and water facilities in advance of the construction work on South Sixth Street, in and near Klamath Falls, Oregon.

On May 2, I discussed our proposed program with Mr. J. R. Wininger, President and General Manager of Warren Northwest Inc., with Mr. Batie of that Company who will be in charge of its work and with Mr. Hamilton who holds a subcontract covering certain phases of the work. The Contractor will commence at the Easterly end of the project on the Northerly side of the highway and will work towards Klamath Falls. When the work on the Northerly side of the highway has been completed, the construction will be commenced on the Southerly side of the highway at the Easterly end of the project and proceed towards Klamath Falls. Under this arrangement the Contractor will have the maximum free space in which to commence his work.

For your information all electrical supplies are now on hand and work of relocating our facilities can be commenced any time following a few days notification. It is not likely that any of our electric facilities will be moved for at least 60 days as it is the desire of the Contractor that no new poles be set until after the sidewalk fill has been completed.

The first pipe required to be laid within the new highway right of way will be 4" cast iron main extending from Washburn Way to Shasta Way on the Northerly side of the right of way. This main together with fittings is now in stock. The 8" cast iron water main which will be laid from Shasta Way to the Viaduct also on the Northerly side of the right of way, is scheduled for shipment from Provo, Utah on May 17 and should arrive long in advance of the time that the Contractor will reach this section. Sufficient 6" pipe is available to start at the Easterly end of the project on the Southerly side under the proposed sidewalk, and it is anticipated that the laying of this main will be commenced not later than the 13th of May or as soon thereafter as the new right of way has been cleared of structures and trees. The removal of the present 6" main will be commenced following the installation of the new 6" main. Some 4000 feet of 12" main will be available within the next two weeks and the balance required, or approximately 3300 feet together with valves, fittings, etc., is scheduled for shipment from Provo, Utah on June 15. This will arrive well in advance of the time required for installation. It is our present proposal to commence the laying of the 12" main from Altamont Drive and work towards Klamath Falls. It was arranged with the Contractors that the several highway crossings required will not be installed until after the Contractor's work on the Northerly side of the highway in connection with telephone and sewage lines, has been completed.

I informed Mr. Wininger that it was my intention to direct a letter to you stating that full agreement had been reached, that our work would be scheduled to best suit his convenience and that it was my desire to work in full cooperation with him and with his sub-contractors. He assured me that this was his understanding of our discussion and a copy of this letter is being forwarded to him in confirmation of our agreement.

As yet, we have not received a copy of the prints showing the proposed location of the electric poles as requested by your Engineers, to permit the later installation of a street lighting system. The Company is agreeable to the proposed locations as discussed with your engineers in the field and is willing to install the additional poles required. The question of the exact location of the poles with respect to the curb line has been discussed with your local office and will be covered with a formal request for approval. It is the Company's desire to place the poles a sufficient distance back from the curb to avoid damage from the normal overhang of vehicles and from the unusual overhang of large heavily loaded trucks which is induced by the crown of the road. The proposed location of water mains, hydrants, meter and valve boxes within the sidewalk area will also be included in our request for your approval.

HG Smith
Poles must be placed in 2' space between curb + sidewalk
send prints.

The California Oregon Power Company will expect to reimburse the State Highway Commission or its Contractor for any additional expense in connection with the provision for later installation of a pipe or pipes upon the canal bridge structure. As yet, our plans have not progressed to a point where a definite application can be made, but this will be done at the earliest possible date.

We can anticipate no reason why the above-mentioned work program should delay your Contractor or interfere with his operations by reason of any uncertainty in our proposals, unless the Nation is stricken with a railroad strike, in which event, the plans of your Contractor would probably meet with as much interference as will be incurred by us. Neither do we anticipate that our program will involve any avoidable inconvenience to adjacent property owners. We feel that we have determined what materials we can secure and have laid out a definite program accordingly which very carefully co-ordinates with the program of the Contractor. We have endeavored to, and believe that we have, harmonized our program with the Contractor's program in such a manner as to permit maximum installation of our facilities at the present time with minimum inconvenience to the Contractor and the public.

Obviously it will be necessary for our Company to procure from the State Highway Commission the usual form of permit covering the new permanent relocation of such portion of our electric and water facilities, as under the above program, or any necessary future readjustment thereof, which will be located within the highway limits. We would like your assurance that such permit or permits will be granted to us when applied for.

Yours very truly,

HPBosworth Jr.
H. P. BOSWORTH, JR.
District Manager

HPB:ltm

cc Mr. H. G. Smith
Mr. Wm. E. Chandler
Mr. J. R. Wininger

RECEIVED
MAY 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 6 1946
FOR FILING

5 31-3

May 4, 1946

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2799 which was awarded to you on April 17, 1946 by the State Highway Commission, covering grading and paving on the Klamath Falls-USRS Canal Section of the Klamath Falls-Lakeview Highway, in Klamath County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent Express 5-4-46

Recorded

RECEIVED
MAY 6 1946
FOR FILING

S [illegible]

April 30, 1946

Mr. H. P. Bosworth, Jr.
District Manager
California-Oregon Power Company
Klamath Falls, Oregon

Dear Mr. Bosworth:

I am writing with regard to our forthcoming improvement work on 6th Street (OR866) in the matter of pole replacement, looking to possible future lineal illumination on the highway. This is a matter which I believe representatives of our Traffic Division have discussed with you.

I wish to state, first off, that the Highway Commission has not seen fit to make any capitol outlay in the matter of lineal highway illumination, notwithstanding which, it is recognized that such facilities are desirable. In order to encourage this type of project we do cooperate with local governmental agencies and other interested parties to the extent of lending our technical advice and the drafting of plans. In this direction I may say that the short section of lineal illumination which is to be installed on this section is one wherein we have cooperated; however, capitol outlay, maintenance, power consumption, et cetera, is being cared for by local property owners.

The suggestion made that power pole setbacks and placement thereof be adapted to possible future lighting facilities is purely a suggestion on our part, insofar as future lighting is concerned, and except for stipulated setbacks in the course of our usual arrangements in these matters, any specific lineal placement of poles would be a voluntary matter on the part of the power company.

I am transmitting plans of our 6th Street widening project whereon are indicated in pencil optimum pole locations, looking to adaptation to possible future illumination. The spacing as indicated is based on a luminaire mounting heighth of 26 feet minimum. The spacing as indicated is not inflexible—10 feet one way or the other would be satisfactory.

I reiterate that conformance with lineal spacing as recommended would be purely a cooperative and voluntary matter from the power company's standpoint. The Highway Commission would not press the matter and definitely would not assume any responsibility as regards any future changes in pole relocations which might become necessary in the course of any state highway operations in the vicinity.

We do invite your cooperation and it is suggested that at such time as pole setbacks are eventually made you indicate the specific placement on the attached maps and return to us.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:FBC:jh
enclosure
cc to G. S. Paxson
F. B. Crandall

FORM E-50 20M 12-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1946

SUBJECT: Street illumination and pole placement on 6th St. job, Klamath Falls

To: C. B. McCullough

We have done some leg work in this matter of pole placement to adapt street lineal light, and following through I have attempted to prepare a letter for your signature in this matter, which you may wish to revise.

In order to give you a clear background as to what has transpired, I am sending along a copy of Val Johnson's letter.

F B Crandall
F. B. Crandall
Acting Traffic Engineer

FBC:jh
attachment

Salem, Oregon
April 13, 1946

SUBJECT: Relocation of Power Poles,
Sixth Street, Klamath Falls

TO:

Mr. F. B. Crandall

We have contacted Mr. H. P. Bosworth, Jr., District Manager, California Oregon Power Company, at Klamath Falls relative to the relocation of power poles on Sixth Street. We went over the plans with Mr. Bosworth and also went over the job in the field with Mr. Pickell, construction estimator for the power company. I believe that all of the difficulties have been ironed out.

Mr. Bosworth is willing to set the poles where, or close to where, we want them. However, he desires that we send him a letter instructing him to place the polws and giving the probable attachment height of any future luminaires and allowable variations in pole placement. He also wants a statement to the effect that if, after placing the poles at our direction, the highway department wants the poles moved for any reason the power company will be reimbursed for such moving.

I am attaching herewith the maps which I had planned to hand to Mr. Bosworth and suggest that these be sent to him along with a letter embodying the following statements.

1. Our desire to have the poles placed as shown.
2. The probable attachment height will be 26½ feet.
3. Allowable tolerance in pole location of 20 feet.
4. If it is in line with Commission policy, a statement of responsibility as far as further movements of poles at Highway Department orders are concerned.
5. A request that these maps be marked with the final location of the poles and returned to us. (I have already made arrangements for this with Mr. Pickell).

/s/ Val Johnson

Val Johnson

VJ:im
Attach

COPY

RECEIVED
MAY 1 1946
FOR FILING

S 31-3

April 29, 1946

Mr. H. P. Bosworth, Jr.
District Manager
California Oregon Power Company
Klamath Falls, Oregon

Dear Sir:

I was somewhat concerned over your change in plans, indicated in your letter of April 25 addressed to the Warren Northwest, Inc. As I recall, this is so much at variance with the statements you and Mr. Farrens made in this office some time ago--that you could not possibly obtain material for new construction and would postpone such work for several years and then abandon the present water main under the street--that we feel obliged to caution you that you cannot delay the contractor.

I have no objection to your going ahead with the permanent installation at this time, but your change of plans, together with the statement in the Warren letter that "the actual extent of the work will be dependent upon our ability to secure all of the required materials in time to fit into your program," leads me to feel that your uncertainties may seriously interfere with the contractor's operations.

While we have advised the contractor in our specifications that he must give you an opportunity to change your facilities, still the contractor is entitled to be presented with a definite program so that he can arrange his own program to the best advantage. In addition, the business interests along the street have been assured that the contractor will carry on his operations so as to inconvenience them the least. They have requested that one side of the street be not torn up for long periods of time, and we have given them the assurance that we would give this considerable study and endeavor to stagger the operations so that access to their stores is not blocked for long. All this will require very careful coordination, so I believe you must accurately determine at this time what materials you can secure and lay out a definite program accordingly.

There is nothing in our contract which provides for a 12-inch main to be supported on the bridge over the U.S.R.S. "A" Canal, and consequently we will have to negotiate a price agreement with the contractor to cover this. You, of course, will be expected to reimburse us for this extra cost, and we will advise you after negotiations have been completed so that you can authorize us to proceed or modify your plans as you may see fit. If this installation is to proceed, please send us details of the location of the pipe line on the bridge so that we may work out the attachment.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. H. G. Smith
Mr. Wm. E. Chandler

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

KLAMATH FALLS, OREGON

RECEIVED
APR 2 1946
OREGON
STATE HIGHWAY COMMISSION

April 25, 1946

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Receipt is hereby acknowledged of your letter of April 22, addressed to me advising that contract for the reconstruction of South Sixth Street has been awarded.

There is attached hereto a copy of my letter of this date addressed to Warren Northwest Inc. with reference to this same subject. In my letter to Warren Northwest Inc., I attempted to set forth our present position with respect to the program of work. As soon as a conference has been held with the contractor and his schedule has been determined, then upon receipt of confirmation of the delivery date of the required materials, I will advise you specifically as to the work which will be performed.

In order to provide for the extension of our facilities, it will be appreciated if permission is granted at the present time to provide for the later installation of a 12" main to be supported on the bridge crossing the U.S.R.S. "A" canal. This can either be accomplished by providing a hole or opening through the piers or to provide for the later installation of the pipe by hanging it from pre-arranged supports. It is not our intention to insulate the pipe as there is sufficient flow at all times to prevent freezing. The bottom of the pipe should preferably not be lower than the lowest point on the beams.

I discussed the present status of our program and the requirement to install the main on the bridge with Mr. W. E. Chandler this morning and a copy of this letter is being forwarded to him as well as to Mr. Whitmore.

I assume that the proposed program is satisfactory to you as it is in line with that program which was originally discussed.

Yours very truly,

HPBosworth Jr.

H. P. BOSWORTH, JR.
District Manager

HPB:ltm
Attachment

cc W.E. Chandler, Bend, Oregon
P.P. Whitmore, Klamath Falls, Oregon

COPY COPY

April 25, 1946

Warren Northwest Inc.
N. E. 102 & Warren Road
Portland, Oregon

Gentlemen:

The Oregon State Highway Commission has informed this office that the contract covering the South Sixth Street highway improvement within and immediately adjacent to the City of Klamath Falls has been awarded to you.

In connection with this work, it is necessary for the California Oregon Power Company to relocate both its electric and water facilities. It is our desire to proceed with our work in such a manner as to cause the minimum of interference with your operations and with those of other interested agencies. Some of the materials which we require in order to effect the changes to our systems are now available and the balance are on order. Our work should be programed as far in advance as possible if we are to achieve the best results.

The 66,000 volt electric transmission circuit is to be removed from that portion of the highway included within the improvement program except for a small section at the Easterly end. Distribution poles will be placed in the sidewalk area from the Viaduct to Altamont Drive on the Northerly or Easterly side of the highway and throughout the stretch from Altamont Drive to the Easterly end of the project in the sidewalk area along the Southerly side of the right of way. These are the same relative positions now occupied, but the pole spacing will be shortened to provide for a proposed street lighting system which may ultimately be installed. It will be necessary to construct an entirely new distribution pole line and to remove the present line when the new system is energized. Because of the present shortage of materials, this work may have to be done in short stretches.

Providing that materials are available to permit installation in advance of your construction work, the following changes will be made in the water system:

1. Install a 12" main under the sidewalk on the Southerly or Westerly side of the new right of way from the Viaduct to Washburn Way, thence Southeasterly a distance of approximately 2000 feet parallel

COPY

to the highway on property of the Swan Lake Moulding Company, thence Southeasterly under the sidewalk within the highway right of way a distance of approximately 1400 feet to Altamont Drive.

2. Install a 6" main under the sidewalk on the Southerly side from Altamont Drive to the U.S.R.S. "A" canal.

3. Remove the present 6" and 8" pipe from the Southerly or Westerly side of the present highway right of way.

4. Install an 8" main under the sidewalk on the Northerly or Easterly side from the Viaduct to Shasta Way and a 4" main from Shasta Way to Washburn Way.

5. Install approximately 6 or 8 highway crossings of various size mains.

6. Abandon the present small main along the Northerly or Easterly side of the project from the Viaduct to Washburn Way.

The actual extent of the work will be dependent upon our ability to secure all of the required materials in time to fit into your program.

The majority of our work will be along the Southerly or Easterly side of both the original and of the expanded highway right of way. It would seem to me that the minimum interference would occur if your work were commenced at the East end of the project at the North side of the highway, working towards Klamath Falls.

I will appreciate it very much if you will advise me of your proposed construction schedule and request your representative to contact me when he arrives in Klamath Falls in order that we may discuss this matter fully in advance of the commencement of the work.

Yours very truly,

H. P. BOSWORTH, JR.
District Manager

HPB:ltm

cc C.A. Dunn
Farrens & Maxwell
J. C. Boyle
M. G. Leslie
D. D. Smelcer

RECEIVED
FOR FILING

S 31-3

#2799

April 25, 1946

Mr. Alfred D. Collier
P. O. Box 271
Klamath Falls, Oregon

Cross Referenced To
Const.
approach Roads

Cross Referenced To
Const.
R/W
K. Falls-Lakeview Hwy.

Dear Sir:

In reply to your letter of April 17, advise that the Resident Engineer is furnished with all options and, in addition, Mr. Whitmore has been instructed to consult with property owners after the contractors have started work and stakes have been set, so that any misunderstanding over driveways, or other details of the job, will be eliminated before forms have been set.

Very truly yours,

R. H. Baldock
State Highway Engineer

[redacted]
cc Mr. H. G. Smith

LFRED D. COLLIER, PRESIDENT
V. E. O'NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY
PHONE 3100 SOUTH SIXTH STREET P. O. BOX 271
KLAMATH FALLS, OREGON

R. H. Baldock
State Highway Engineer
Salem, Oregon

April 17, 1946

Dear Sir:

In going over the plans for South Sixth Street paving, I notice that on the property on the NW corner of Sixth Street and Washburn Way the plans show 1 - 40 foot entrance, and 2 - 25 foot entrances. In our option to the State, dated December 11, 1945, accepted by the State April 13, 1946, your number 9632-A, the State is to provide 40 foot approaches at or near Station 15 plus 20 and also at Station 14 plus 20, and 15 foot approach at or near Station 13 plus 85, and 10 foot approach at or near Station 13 plus 60, with exact locations to be worked out by owners and highway engineers. Will you, therefore, please have Mr. Smith make the necessary corrections and authorizations to carry this into effect.

Respectfully yours,

Alfred D. Collier.

ADC/dl

REFERRED TO
[illegible]
By Chief Engineer

[illegible]

RECEIVED
APR 18 1946
OREGON
STATE HIGHWAY COMMISSION

ALFRED D. COLLIER, PRESIDENT
V. E. O'NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY
PHONE 3160 SOUTH SIXTH STREET P. O. BOX 271
KLAMATH FALLS, OREGON

April 15, 1946

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Bolaiger, Lessee spotted and

On the plans for South Sixth Street, I note that the entrances to East Main and South Sixth on the Associated Oil property being opposite Station 59 and 60 plus 30, and indicated as 25 feet openings. On our option and deed we provided for 2 - 35 foot openings, thinking that it would be better to discourage parking on this corner due to travel hugging the corner going in on East Main Street.

Will you, therefore, please have Mr. Smith make the necessary corrections to make these 35 feet in place of 25 feet.

Respectfully yours,

SWAN LAKE MOULDING COMPANY

Alfred D. Collier

Alfred D. Collier

ADC/dl

REFERRED TO H C Smith
By Chief Engineer

RECEIVED
APR 16 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 2
FOR FILING

S 31-3

#2799

April 22, 1946

Mr. H. P. Bosworth, Jr.,
District Manager
California-Oregon Power Company
Klamath Falls, Oregon

Dear Sir:

This is to advise that contract for the reconstruction of Sixth Street between the railway tracks and the Altamont Canal at Klamath Falls has been awarded.

Arrangements for the moving of your pipe lines as per previous correspondence should be made at once to avoid delaying our contractor.

Your cooperation in this operation will be appreciated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

CC Mr. Paul Farrens, Attorney,
Klamath Falls, Oregon

Mr. J. C. Boyle, Vice-resident
California-Oregon Power Company
Medford, Oregon

SHP:GED

RECEIVED

FOR FILING

S 31-3

#2799

April 22, 1946

The California-Oregon Power Company
Klamath Falls, Oregon

Gentlemen:

Complying with the request of Mr. P. P. Whitmore, Resident Engineer for the Oregon State Highway Department, dated April 20, we are mailing you today, under separate cover, two sets of the full size plans on the Klamath Falls-USRS Canal Project, Washburne Way-Altamont Drive Lighting and the Altamont Canal Bridge.

Very truly yours,

C. D. McCullough
Assistant State Highway Engineer

DBF:GS

cc to W. E. Chandler
P. P. Whitmore

FORM 2-80 25M 7-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon.

April 20,1946.

2799

5-31(3)

Plans for
SUBJECT: So. 6th St. Job-

To: Office Engineer
State Highway Dept.
Salem, Oregon.

Dear Sir;

The Calif. Ore. Power Co. has some major changes in their lines to be made in conjunction with our south 6th st. job. On their request for a set of plans, a set were sent them which were on a scale of 1" to 100'. The prints on scale 1" to 50' would serve their purpose much better and we are requesting that these be furnished to them, two sets if possible either blue or white prints, 1" to 50', of the latest made plans, on which the job was given to bidders. Being in frequent communication with them here in the field we know that this will facilitate their work.

Very truly yours,

P.P. Whitmore

P. P. Whitmore
Resident Engineer.

cc W. E. Chandler - Bend

Altamont Canal Co.
Washburn Way - Altamont Canal Lighting
Klamath Falls - [illegible]

3V-11-3

RECEIVED
APR 18 1946
FOR FILING

S 31-3

April 18, 1946

Warren Northwest, Inc.
P.O.Box 5072
Portland 13, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2799, which was awarded to you by the State Highway Commission on April 17, 1946, covering grading and paving on the Klamath Falls-USRS Canal Section of the Klamath Falls-Lakeview Highway.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent by Express 4-18-46
Recorded

RECEIVED
JUN 17 1946
FOR FILING

S 31-3

#2779

April 17, 1946

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading and paving on the Klamath Falls-USRS Canal Section of the Klamath Falls-Lakeview Highway, in Klamath County. This award was based on your low bid of $361,811 submitted on April 5, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc
Enc.
cc - Mr. S. H. Probert
Mr. R. C. Smith
Goldie Lewis

per confirmed

File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER	X	NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1207

CHECK	
$	
ACCOUNTING INFORMATION	
S	
TIME FILED	
F	

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

4:40 p.m.
April 17 19 46

To Warren Northwest, Inc.

Care of or Apt. No.

Street and No. P. O. Box 5072

Place Portland, Oregon

State Highway Commission awarded you today contract for Klamath Falls-USRS Canal Section of the Klamath Falls-Lakeview Highway, in Klamath County, based on your low bid submitted April 5, 1946. Contract forms follow shortly.

H.B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

co
Charge

Sender's name and address
(For reference only)

Sender's telephone number

RECEIVED
APR 1 [illegible]
FOR FILING

S 81-2

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR259 21 GOVT=WUX PORTLAND ORG 16 428P

R H BALDOCK=

1946 APR 16 PM 4 52

STATE HIGHWAY ENGINEER SALEM ORG=

REYOURTEL ALL RIGHT OF ENTRY OBTAINED KLAMATH FALLS USRS CANAL PROJECT S-81(2). WE HEREBY CONCUR IN AWARD APRIL 17TH TO WARREN NORTHWEST INC. WHO SUBMITTED LOW BID.=

T W DAVIS PRA PORTLAND

RECEIVED
APR 18 1946
FOR FILING

.17 S-81(2).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Care of or Apt. No. PUBLIC ROADS ADMINISTRATION

Street and No. POST OFFICE BUILDING

Place PORTLAND, OREGON

YOUR CONCURRENCE REQUESTED IN AWARD TOMORROW CONTRACT KLAMATH FALLS USRS CANAL PROJECT TO WARREN NORTHWEST, INC., OF PORTLAND. ALL REQUIRED RIGHTS OF ENTRY ARE OBTAINED

R. H. BALDOCK, STATE HIGHWAY ENGINEER

WU:DAY LETTER

10:50 AM

Sender's name and address (For reference only)

Sender's telephone number

RECEIVED
APR 2 1946
FOR FILING

S 31-3

March 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate to accompany plans and specifications for the Klamath Falls-USRS Canal Section, Project No. S-31 (3), which estimate has been revised for the excavation items and for some of the concrete items.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
[illegible]
FOR FILING
S 31-3

March 8, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate, two copies of statement of completed Federal-aid work and four copies of right of way statement to accompany plans and specifications for the Klamath Falls-USRS Canal Section, Project No. S-31 (3).

One set of blueprint plans and six bid proposals are being sent under separate cover.

No landscaping is planned for this section for the reason that it traverses a thickly populated section, requiring a roadway of such width, together with adjacent sidewalks, that most of the right of way is occupied. Accordingly, but little areas remain for landscaping work.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
APR 1 1946
FOR FILING

S 31-3

#2799

March 2, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box #3900
Portland, Oregon

Dear Sir:

We refer to your letter of February 21, in which certain changes in plans are suggested for the Klamath Falls-U.S.R.S. Canal Project.

We find it possible to make the change suggested in numbered paragraph 3, but are not agreeable to the other changes proposed.

Change number 1 is desirable but its accomplishment would require either the obtaining of additional right of way at a point where, due to presence of buildings, the cost of the additional right of way is prohibitive, or the narrowing of the center-line island. Inasmuch as we propose to enforce "no parking" restrictions between Stations 13 and 15, the situation at this point is not particularly objectionable and does not, in our opinion, warrant either of the actions above mentioned.

Change No. 2 is desirable, as are all eliminations of access, but we feel that we have worked out with the property owners the best arrangements possible and can only go farther by assuming the expense of service road construction which, under present arrangements, is being borne by the property owners. Since access is permitted only every 300 or more feet, we do not consider the present arrangement sufficiently undesirable to warrant our taking-over the cost of the service road construction.

Change No. 4 is objected to as having little, if any, more justification than the oiling of shoulders on any other project and we are not yet ready to adopt the oiling of shoulders as standard-practice. It is not necessary on this project as a means of increasing travel width of the pavement and is objectionable from the angle that it would eliminate the line of demarcation between pavement and shoulder. Between Station 64 and 66, where there is a space of only three feet between the pavement and the footpath, we think that it might be advisable to oil the 3-foot strip to simplify the maintenance problem. That can best be taken care of by our maintenance forces.

We trust that with the explanations above you will find our ideas in these matters acceptable.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~XXXXXXXXXXXXX~~
Division 8

RECEIVED

February 21, 1946

RECEIVED
FEB 23 1946
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The preliminary plans for the Klamath Falls - U.S.R.S. Canal Section of the Klamath Falls - Lakeview Highway, FAS 31, have been reviewed.

We have deferred advising you of our comments since the most notable feature of the design, that of providing deceleration and storage lanes for left turning traffic of small volume, has been involved on other projects and it seemed advisable to have a ruling of approval on this design feature before completing our review of this project.

It is requested that consideration be given to the changes listed below:

[illegible] 1. From Sta. 11 to 15 the traffic lanes should be widened to 31' to be consistent with the remainder of the project.

Min island 4'
No parking on N. side
Sta. 13 to 15+

[illegible] 2. There appears to be an unnecessary large number of entrance and exits from the service road between Sta. 11 and 38.

Reqd. by owner
only 2
[illegible]

[illegible] 3. It is believed that the through lanes should be maintained at 31' instead of being constructed to 26' through the rotary intersection at Sta. 48 and on the north side as far east as Crest Street. Possibly more of the right-of-way could be advantageously used to provide a deceleration for traffic turning to the right on Altamount Drive.

Will do.

NO 4. It is suggested that the rock shoulders from 67 to 73 be given an oil treatment since the experience on other projects have shown the durability of such construction and has been constructed under maintenance in several instances.

[illegible] to
[illegible]. Encourages traffic
out of lanes.
Poor visibility

We are presuming that the use of 31' width of pavement for traffic and parking lanes is to provide a 12' lane next to the Median strip with a 11' traffic lane and 8' parking strip to the curb.

Very truly yours,

T M Davis
T. M. Davis
District Engineer

FAS 31

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
DEC 26 1945
FOR FILING

December 4, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Project Statement FAS 31, Klamath Falls-Lakeview Junction Section of FAS Route No. 410, has been approved today.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

RECEIVED
[illegible] 2 [illegible] 1945
OREGON
STATE HIGHWAY COMMISSION

Ion

FG-186(10) Vadis O'Xing near North 1946
Plains, Sunset Hwy.
#2800

RECEIVED
SEP 2 1947
FOR FILING

FG-186 (

#2805

Salem, Oregon
August 29, 1947

Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4644 Sellwood Station
Portland 2, Oregon

Dear Sir:

Herewith a copy of a letter from C. F. Thomas, Chief Engineer, Spokane, Portland and Seattle Railway Company, which is self-explanatory. It was understood that after construction of the planked crossing the private roadway would be surfaced lightly with crushed rock.

Please arrange to take care of this matter before the Rogers Construction Company finish their other work.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW/ds
Encl.

cc - H. G. Smith
G. S. Paxson

FORM E 50 35M 8-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1947

SUBJECT:

To:

Mr. W. C. Williams
Asst. State Highway Engineer
Office

Dear Sir:

Herewith letter from the S. P. and S. Railway Company in which they advise that the property owner at the Vadis Overcrossing is requesting surfacing on the approaches to the new grade crossing under the structure. I believe you are familiar with the situation.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM
Attached

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

C. F. THOMAS,
SECRETARY
CHIEF ENGINEER

U-326-4

August 13, 1947

Mr. G. S. Paxson,
Bridge Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

In connection with the overhead crossing at Vadis, the railway company has placed a plank crossing in line with your letter of July 17, 1947.

During the course of construction the wing fences and cattle guards of the former crossing were removed. This installation is required at the new location. Also, the land owner is requesting graveled approaches to his new crossing.

Presume that you will take care of these matters.

Yours very truly,

C F Thomas

Chief Engineer

CFT-b

[illegible] 1 1947

RECEIVED
AUG 14 1947
FOR FILING

Files

FG-186 (10)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 12, 1947

SUBJECT: Request for release of warrants on final estimates.

To:
Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	11096	2800	13-final	A. D. Ford & Son	5,508.47	#313243	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

This job has been accepted and your notice is on file with us.

asw

ACCOUNTING DIVISION
By [illegible]
Bookkeeping Dept.

8-13-47 [illegible]

Approved HBGlaisyer
Secretary

RECEIVED
JUL 28 1947
FOR FILING

FG-186 (12)

July 25, 1947

General Casualty Company
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2800 for the Vadis Overcrossing on the Sunset Highway, in Washington County, has been completed by the contractor, A. D. Ford & Son, and that final payment in the amount of $5,508.47 will be made on or after August 4, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $74,207.72, of which amount $62.30 represents the amount of force account items. This contract was completed on July 7, 1947 and accepted by the Commission on July 22, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
7-26-47 gl

RECEIVED
JUL 21 1947
FOR FILING

[illegible]

#2800

July 17, 1947

Mr. C. F. Thomas, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 9, Oregon

Dear Sir:

Re: Vadis Overcrossing No. 2367

This is to authorize you to proceed with the installation of the crossing signal at the private Road crossing underneath the Vadis Overcrossing in Washington County, in accordance with the terms of Article 5 on Page 5 of the State-railroad agreement covering this project, which agreement was entered into on December 27, 1945.

This will also authorize you to furnish and install adequate plank at the reconstructed private Road crossing under this viaduct. The cost of installation of this crossing plank is to be borne by the State. We understand from your estimates that its cost will be approximately $50.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP CM
cc G. S. Paxson
W. C. Williams
A. E. Johnson

RECEIVED
[illegible] 1947
FOR FILING

FG-186 (10)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1947

SUBJECT: Vadis Overcrossing
Contract No. 2800

To:

Mr. H.B. Glaisyer,
Secretary
OFFICE

The Vadis Overcrossing, A.D. Ford & Son, Contractor, was completed July 7, 1947. This is our Contract No. 2800. Will you please obtain authorization to make final payment.

Very truly yours,

W.A. Reeves,
Bridge Office Engineer

fs
cc: W.A. Reeves
Goldie Lewis

July 22, 1947
[illegible]

REFERRED TO
[illegible]
BY SECRETARY
[illegible]

RECEIVED
MAY 21 1947
FOR FILING

FG-186 (10)

May 20, 1947

A. D. Ford & Son
417 Southeast Clay St.
Portland 14
Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 14, 1947, had under discussion your request for an extension of time of ninety days, from April 30 to August 1, 1947, within which to complete your contract No. 2800 for the Vadis Overcrossing on the Sunset Highway, in Washington County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: W. C. Williams

RECEIVED
MAY 21 1947
FOR FILING

FA-186(10)

Salem, Oregon
May 20,1947

Extensions of Time

Mr. G. S. Paxson

Building

Dear Mr. Paxson:

The State Highway Commission, at its meeting on May 14, 1947, approved the extension of time for contract No. 2800, with A.D. Ford & Son, covering the Vadis Overcrossing on the Sunset Highway in Washington County. The extension of time granted was from April 30 to August 1, 1947, without penalty.

Very truly yours

Secretary

gl

NOTED ON CARD
5-20-47 gl

jm

RECEIVED
DEC 4 1946
FOR FILING

xxxxxxxxxxxx
Division 8

NOTED

FG-186(10)

December 3, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

There are herewith returned copies of Order for Extra Work No. 1 on Oregon FG-186(10), Vadis Overcrossing, submitted with Mr. Paxson's letter of November 29th. Since the work proposed is essentially maintenance of a State owned building, the order has not been approved as we do not believe it is eligible for Federal participation.

Very truly yours,

T. M. DAVIS
District Engineer.

Original sent to Paxson - 12-4-46

Dm

RECEIVED
DEC 4 1946
FOR FILING

FG [illegible]

December 3, 1946

A. D. Ford and Son
417 Southeast Clay St.
Portland 14, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 25, 1946, granted you the extension of time requested, from November 30, 1946 to April 30, 1947, without penalty, in connection with contract No. 2800 covering the overcrossing on the Vadis Overcrossing Section of the Sunset (Wolf Creek) Highway in Washington County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG/w

cc - W. C. Williams
Division Engineer

~~MONTANA~~
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
NOV 27 1946
FOR FILING

[illegible]

November 22, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement and certificate for Oregon Federal Aid Railway Highway Project FG-186(10), Vadis Overcrossing on the Sunset Highway in Washington County.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
NOV 23 1946
OREGON
STATE HIGHWAY COMMISSION

Jer

Form P. R. 2

State Oregon WA8pr 7139

Federal Aid Railway-Highway Project No. FG-186(10)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1946 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of October, 1932, a project statement, which was approved on the 2nd day of November, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 30th day of January 1946; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Eighty-two thousand seven hundred thirteen and 40/100 dollars ($82,713.40) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, Laws 1937; Chap. 31, Laws 1939; Chap. 209, Laws 1939; (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station [illegible] and survey station [illegible], all in the [illegible] 1/4 Section 2, T-1-S, R-3-W, W.M., without exception,

Washington County, length 0.048 miles, in Highway

being ~~Section~~ of Oregon Federal Aid Highway-/ project No. FS-196(10), consisting of 0.048 ~~miles of roadway and~~ one bridges, each of more than 20 feet clear span, of a mile in length.

16—11070 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives.

66

66

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ .... ~~of~~ said project shall not in any event exceed the sum of Eighty-two thousand seven hundred thirteen and 40/100 dollars ($ 82,713.40), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Eighty-two thousand seven hundred thirteen and 40/100 dollars ($ 82,713.40), the approved total estimated cost of ~~Section~~ .... ~~of~~ said project.

PAYMENTS

ARTICLE V. (As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the 20th day of November, 19 46

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

Attest
By
Secretary SECRETARY
(Title of officer)

By
(Title of officer)

~~[illegible]~~
COMMISSIONER OF PUBLIC ROADS

By
~~[illegible]~~
Division Engineer
U.S. Public Roads Administration

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Railway-Highway Project No. FG-186(10) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $82,713.40 as the total estimated cost of said project, and the sum of $82,713.40 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of ~~Washington~~ Portland, Oregon this 20th day of November one thousand nine hundred and forty-six

~~[illegible]~~,
COMMISSIONER OF PUBLIC ROADS

By
~~Acting Commissioner of Public Roads~~
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

JM

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~[illegible]~~
Division 8

RECEIVED
OCT 26 1946
FOR FILING
FG-186(1

October 23, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FG-186(10)
Vadis Overcrossing
Sunset Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications and plans.

Very truly yours,

W. H. LYNCH
Division Engineer.

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
OCT 25 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 3 1947
FOR FILING

FG-186 (10)

September 26, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Vadis Overcrossing, Project No. FG-186 (10).

Very truly yours,

R. H. Baldock
State Highway Engineer

JMR:GS
Encl.

FORM E-30 20M 7-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 22, 1946

SUBJECT:

To:
Mr. W. C. Williams
Division Engineer
State Highway Department
Box [illegible], Sellwood Station
Portland 2, Oregon

Dear Sir:

Herewith 3 copies of Order for State Force Work covering the removal of and reestablishing of farmers telephone lines No.21 and 36 of Banks, Oregon. These copies are for distribution to the interested parties.

Very truly yours,

W. A. Reeves
Bridge Office Engineer

WAR SHS
Enclosure
cc E. A. Collier
W. A. Reeves
J. W. Nash

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

January 30, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project FG-186(10), the Vadis Overcrossing of S.P.& S. Railroad by the Wolf Creek Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer and also to the determination as to the benefit to the S.P.& S. Railway Company as submitted. This is to authorize your advertising for bids.

Very truly yours,

J M Davis
J. M. DAVIS
District Engineer.

RECEIVED
FEB 3 1946
OREGON
STATE HIGHWAY COMMISSION

Division 8

January 30, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project FG-186(10), the Vadis Overcrossing of S.P.& S. Railroad by the Wolf Creek Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer and also to the determination as to the benefit to the S.P.& S. Railway Company as submitted. This is to authorize your advertising for bids.

Very truly yours,

T. M. DAVIS
District Engineer.

January 25, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Vadis Overcrossing, Project No. FG-186[illegible]. (10).

Five bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JWN:GS

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FG-186 (10)

VADIS OVERCROSSING ON THE
SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 14, 1946

Structure (Sta. 2479+85 to 2483+46)

All Required		Shoring, Cribbing, Etc.		$ 1,400.00
490	cu. yds.	Structural Excavation	$ 3.00	1,470.00
40	cu. yds.	Structural Excavation Below Elevation Shown	5.00	200.00
5,360	lin. ft.	Furnish Treated Piling	1.20	6,432.00
141	only	Drive Piles	24.00	3,384.00
1,000	cu. yds.	Class "A" Concrete	43.00	43,000.00
184,000	lbs.	Metal Reinforcement	0.07	12,880.00
748	lin. ft.	Metal Handrail	7.00	5,236.00
				$74,002.00
All Required		Work to be performed by S. P. & S. Railway Company's Forces		275.00
All Required		Work to be performed by Portland General Electric Company's Forces		917.00
			Subtotal	$75,194.00
			10% Engr. & Cont.	7,519.40
			Total	$82,713.40
		Length	0.068 mile	

Federal Grade Crossing Funds- $82,713.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FG-186 (10)

[illegible] OVERCROSSING OF THE

WOLF CREEK HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 25, 1946

Structure (Sta. 2479+85 to 2483+46)

All Required		Shoring, Cribbing, Etc.		$ 4,000.00
490	cu. yds.	Structural Excavation	$ 5.00	2,450.00
40	cu. yds.	Structural Excavation Below Elevation Shown	10.00	400.00
5,360	lin. ft.	Furnish Treated Piling	1.25	6,700.00
141	only	Drive Piles	20.00	2,820.00
1,000	cu. yds.	Class "A" Concrete	38.00	38,000.00
184,000	lbs.	Metal Reinforcement	.07	12,880.00
748	lin. ft.	Metal Handrail	8.00	5,984.00
				$ 73,234.00
All Required		Work to be performed by S. P. & S. Railway Company's Forces		275.00
All Required		Work to be performed by Portland General Electric Company's Forces		917.00
			Subtotal	$ 74,426.00
			10% Engr. & Cont.	7,442.60
			Total	$ 81,868.60

Length 0.068 mile

Federal Grade Crossing Funds- $ 81,868.60

RR work 2301-
PGE 917 =

VADIS OVERCROSSING

PROJECT NO. FG-186 (10)

(Work to be performed by S. P. & S. Railway Company's Forces)

	Labor	Material
Item 1 - Remove and restore tel. & tel. lines		
1500 lin. ft. #14 TPRC wire	$	$ 35.25
300 lin. ft. cedar trunking		18.00
Miscellaneous		6.00
Two division linemen, 4 ds. each	66.24	
Personal expenses	32.00	
R.R. Retirement Ins.	3.76	
	$102.00	$ 59.25
		102.00
		$161.25
Less expected recovery on material		26.25
Total, Item 1		$135.00
Item 2 - Inner guard rail.		
198 lin. ft. 90# rail, #3 grade		53.00
4 prs. 90# angle bars SH		6.76
16 - 1-1/16" x 5-1/4" track bolts		1.94
16 - 1-1/16" nut locks		.66
1 keg 5/8" x 6" track spikes		6.50
Guard rail points, welding, labor & Mat'l	10.00	5.00
Handling rail		1.33
Store expense		1.81
Installing guard rail	50.00	
R.R. Retirement Ins.		3.00
	60.00	80.00
		60.00
Total, Item 2		$140.00
		$275.00

VADIS OVERCROSSING

PROJECT NO. FG-186 (10)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

January 25, 1946

OREGON STATE HIGHWAY COMMISSION

ORDER FOR STATE FORCE WORK

APPLYING TO CONTRACT PROJECTS

Project Name Vadis Overcrossing Date 16 May, 1946, 19

Highway Sunset Contract No. [illegible] F. A. Project No. FG 186 (10)

County Washington Prefix 34-1946 Account No. [illegible]

Description of Work:

Remove and reestablish Farmers Telephone Lines No 21 and No 36 of Banks, Ore., Work to be done by Erwin Schlegel, and Rieben Bros, both Rt 1, Banks., maintainers of above lines.

Location by Station Numbers:

2479 ⨍ 00 to 2484 ⨍ 00

Estimate of Quantities and Costs:

Labor and materials - - - - - - - - - - - - - $ 80.00

Explanation:

No provision was made in contract to take care of these telephone lines, which are in the way of construction operations.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Total Original Authorizations . . . . . . $

Total Authorizations to Date . . . . . . $

Additional Authorization Requested . . . $

Additional Authorization Approved . . . . $

Submitted by: A E Johnson
Resident Engineer

Approval Recommended: G S Paxson
Construction—Bridge—Engineer

Approval Recommended:
Division Engineer

Approved:
State Highway Engineer

This order does not constitute authority for expenditures until approved by the State Highway Engineer.

STATE PRINTING DEPT.

RECEIVED
OCT 1 1946
FOR FILING

FG-186-10

September 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Vadis Overcrossing, Project No. FG-186 (10).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
SEP 12 1946
FOR FILING

FG 186-10

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p
y

Division 8

September 10, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

It has been noted that thecontractor who has both the Vadis Overcrossing, FG-186(10) andthe Mountaindale Undercrossing, F-186(9), on the Sunset Highway, has not yet started work on the latter structure although the time limit is September 15, 1946. It is recognized that difficulties of procurement of materials and labor exist on every project, but in view ofthe inconvenience to local travel and the probability that a temporary surfacing will be required ifthe bridge is not completed beforewinter, we believe that the contractor should be required tocarry on construction on both structures or even give the Mountaindale Undercrossing preference in operations. Please give this suggestion your consideration and advise of your action at your early convenience.

Very truly yours,

T. M. DAVIS
District Engineer

c
o
p
y

Original filed: F-186-9

FORM [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1946

SUBJECT: Vadis Overcrossing
Contract No. 2800

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Attached hereto find certificates of insurance covering policy BLP-16051 and LMC-28178, issued by General Casualty Company of America to the A. D. Ford and Son Company and Spokane, Portland and Seattle Railway Company in answer to your insurance requirements in the above contract. These can be filed with the original contract in your office.

Very truly yours,

W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG BG

Attach.

Elizabeth

file in safe - with proper note in front of contract

HBG

RECEIVED
MAY 21 1946
FOR FILING

FG-186(10)

May 20, 1946

A. D. Ford & Son
417 S. E. Clay Street
Portland 14, Oregon

Gentlemen:

We are sending you today, by express, fully executed copies of the following State Highway contracts which were awarded to you on April 23, 1946 by the State Highway Commission:

Contract No. 2800, covering the Vadis Overcrossing on the Wolf Creek Highway in Washington County.

Contract No. 2801, covering the Mountaindale Grade Separation on the Wolf Creek Highway in Washington County.

These copies are for your records and files.

We are also sending executed copies of the above contracts to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

RECEIVED
MAY 24 1946
FOR FILING

FG 186-10

May 18, 1946

Mr. T. H. Davis, District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Subject: Vadis Overcrossing
in Washington County,
FG-186 (10)

In accordance with your letter of January 7 we submit herewith copies of the right-of-way agreement between the Oregon Electric Railway Company, the United Railways Company, and the Portland General Electric Company covering the easement for their power line on railroad right of way at the site of the Vadis Overcrossing in Washington County.

We are also attaching hereto copies of a ruling by Mr. J. M. Devers, assistant attorney general, in which he advises that the rearrangement of this power line to clear our structure is not an expense which the power company or the railroad should bear. In view of this agreement and ruling, we have advised the Portland General Electric Company as per the attached letter, and request that the cost of this power line revision be made a part of the cost of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP GM
Attached

cc G. S. Paxson

FORM E-30 25M 7-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1946

SUBJECT:

To: Mr. J. McFarland,

Office.

Dear Jim:

I am returning the file which was sent to me under date of April thirtieth and which has to do with provision for the power company's facilities which are related to the Vadis overcrossing. I have read the copy of the right of way agreement and the copy of the instrument by which that agreement was extended and in some respects enlarged.

I do not find from either of these instruments that either the Government or the State can require the power company to remove and rearrange its poles at the company's expense. If the improvement now being made were being made by the railroad or for the railroad's benefit and at railroad cost, or the railroad were participating in the cost, then I believe the railroad could enforce the condition and provision of the instruments, but, since the project proposed for construction is one which is being promoted by the State and the Federal Government at State and Federal cost, it is my opinion that neither the State nor the Federal government can claim the benefit of the condition of the contract.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:Pw
Enc.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1946

SUBJECT:

To: Mr. J. McFarland,
Office.

Dear Jim:

I am returning the file which was sent to me under date of April thirtieth and which has to do with provision for the power company's facilities which are related to the Vadis overcrossing. I have read the copy of the right of way agreement and the copy of the instrument by which that agreement was extended and in some respects enlarged.

I do not find from either of these instruments that either the Government or the State can require the power company to remove and rearrange its poles at the company's expense. That requirement could be imposed by the railroad company but not by the State or the Federal Government.

Yours very truly,

JMDevers
J. M. DEVERS

JMD:FW
Enc.

See letter of May 14

MAY 1 [illegible] 1946

Salem, Oregon
April 30, 1946

J. M. Devers
Chief Counsel

Herewith communication from Mr. Pannon, copy of letter from T. M. Davis and lease agreement covering Portland General Electric Company's power line located on the railroad's right of way at the site of the Vadis Overcrossing.

I wish you would examine this matter and give us opinion as to whether or not, in your opinion, this obligation is one which should be charged against the project.

C. B. McCullough
Assistant State Highway Engineer

CBM:FH
Attach

FORM E-90 80M 7-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1946

SUBJECT:

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

L

Dear Sir:

The Portland General Electric Company has a 24,000-volt power line located on the railroad's right of way at the site of the Vadis Overcrossing. Their easement from the railroad company for the construction and operation of this power line was covered in an agreement dated October 24, 1913, and extended under date of January 31, 1938 to run to and including December 31, 1963. I am attaching hereto a copy of the easement agreement furnished me by the railroad. You will note that the right to install is given in Section 1 on Page 1 of the 1913 agreement.

From this agreement it seems that the power company has a prior right and that the cost of a revision of this power line to clear our overcrossing must be borne by the State as a part of the project cost. I am attaching also a copy of a letter from Mr. Davis concerning the inclusion of these costs as a part of the project. Administrative Memorandum No. 129, referred to in Mr. Davis' letter, is entirely concerned with public utilities occupying public right of way, and would not seem to apply in this case.

Some time ago I asked the power company to give me an estimate of the cost of raising their power lines so that they would clear our highway at the undercrossing site by 22 feet. They have advised me that the estimated cost of this revision is $917.

I would suggest that Mr. Devers examine this matter so that we can certify to the Public Roads Administration that the obligation is one which should rightfully be charged against the project.

Very truly yours,

GS Paxson

G. S. Paxson
Bridge Engineer

GSP GM
Attached

PUBLIC ROAD ADMINISTRATION

Division 8 COPY

January 7, 1946

Post Office Building
Portland 8, Oregon

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Paxson's letter dated December 31, 1945 requesting a ruling on the type of document required to support bills for modification of the pole line of the Portland General Electric Power Company at the Vadis Overcrossing, Oregon FG-136(1).

It is believed that the agreement can be properly implemented by an exchange of letters with the power company, accompanied by a copy of the railroad easement granting the permission to the power company to use the railroad right-of-way. It is understood that the State shall make the formal finding that the utility is relieved of its obligation to make the changes required at its own expense as set forth in General Administrative Memorandum 129. Such finding may be separate from the letters referred to above.

The estimated costs should be shown separately in the estimate.

Very truly yours,

T. E. Davis (sgd.)
T. E. DAVIS
District Engineer

RECEIVED
MAY 24 1946
FOR FILING

FG 186-10

May 14, 1946

Portland General Electric Company
Hillsboro, Oregon

Attention: Mr. Ralph E. Easter
District Manager

Gentlemen:

Under date of December 31 Mr. Paxson wrote you concerning rearrangement of your pole line at the site of the Vadis Overcrossing in Washington County. To this letter you replied on January 17, giving an estimated cost of $917 for the revisions to this power line.

We have recently awarded a contract for this project and work is now starting. We would ask that you proceed with the rearrangement of the power line so as to give us a minimum clearance of 22 feet above the roadway of the new structure. Our resident engineer, Mr. A. E. Johnson, is now on the job and can furnish you with the necessary data as to the height to which this line must be raised.

The State will reimburse you for the cost of this revision upon receipt of a bill properly supported by pay rolls and material invoices.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP GM
cc G. S. Paxson
A. E. Johnson
W. C. Williams

RECEIVED
FOR FILING
FG-186 (10)

April 29, 1946

A. D. Ford & Son
417 S.E. Clay Street
Portland 14, Oregon

Gentlemen:

We are sending you today, by express, four copies each of the following contracts which were awarded to you by the State Highway Commission on April 23, 1946:

Contract No. 2800, covering Vadis Overcrossing on the Wolf Creek Highway in Washington County.

Contract No. 2801, covering the Mountaindale County Road Grade Separation Project, near North Plains, on the Wolf Creek Highway in Washington County.

Kindly execute all four copies of each of these contracts as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send executed copies to the surety on your bond.

13/5 Your special attention is called to the paragraph under Section ~~6-12~~, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl Sent Exp. 4-29-46 [illegible]

RECEIVED
APR 24 1946
FOR FILING

FG-186 (10)

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

RECEIVED
APR 24 1946
FOR FILING

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

(40)

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR124 24/23 GOVT 1 EXTRA=WUX PORTLAND ORG 22 128P

R H BALDOCK=
STATE HIGHWAY ENGR SM=

1946 APR 22 PM 1 43

WE TODAY CONCUR IN AWARD OF CONTRACT FOR VADIS OVERCROSSING PROJECT FG-186(10) TO A. D. FORD & SON WHO SUBMITTED LOW BID=

T M DAVIS PRA PORTLAND.

April 22 446

NOTED
W. A. REEVES

FG-186(10) A D VADIS

NOTED
H. B. GLAISYER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

FG 186-10

RECEIVED

FOR FILING

Charge to the account of ______________________ $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1206

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 19, 1946

RECEIVED
APR 20 1946
FOR FILING

FILES

T. H. DAVIS, DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
201 FINANCIAL CENTER BUILDING
PORTLAND 8, OREGON

ADVICE RECEIVED THAT VADIS OVERCROSSING PROJECT (FG-186 (10)) ON SUNSET HIGHWAY IN WASHINGTON COUNTY HAS BEEN CLEARED BY YOUR WASHINGTON OFFICE. MAY WE HAVE YOUR CONCURRENCE IN AWARD ON LOW BID RECEIVED AT LAST COMMISSION MEETING.

R. H. BALDOCK
STATE HIGHWAY ENGINEER

January 25, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Vadis Overcrossing, Project No. FG-186(1). 186-10

Five bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JWN:GS

Encl.

RECEIVED
JAN 17 1946
FOR FILING

Const
Projects
Grade Crossing

Vadis

January 16, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Box 3900
Portland 8, Oregon

Dear Mr. Davis:

We are enclosing four certified copies of the agreement between the State Highway Commission and the Seattle, Portland and Spokane Railway Company covering the proposed grade separation project at Vadis on the Wolf Creek Highway, in Washington County, as requested in your letter of January 11 addressed to Mr. Baldock.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

eo
Encs.

Jan, 15, 1946

lsyer:

Please note the attached. I borrowed your original copy of the agreement and have had made up the three copies requested. Do you want to prepare the certificate and then send them on to Davis? I am not trying to unload them on you, the fact is that you should certify to the copies.

McFarland

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

January 11, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Mr. McCullough's letter of January 3, 1946 submitting one fully executed copy of the agreement between the State Highway Commission and the Seattle, Portland and Seattle Railway Company, relative to the proposed Vadis grade separation project on the Wolf Creek Highway, Oregon FG-186(10).

We will need four additional copies of this agreement; since we already have the executed copies, the additional ones may be certified copies. Will you please forward these at your early convenience.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
12
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 4 1946
FOR FILING

Const
Projects
Grade Crossing

Vadis

January 3, 1946

Mr. T. M. Davis, District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are handing you herewith one fully executed copy of the agreement between the State Highway Commission and the Spokane, Portland and Seattle Railway Company, with respect to the Vadis grade separation project.

This copy is for your records and files.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

[illegible]
Enclosure
cc - H. B. Glaisyer

Salem, Oregon
January 3, 1946

Mr. J. M. Devers
Chief Counsel
OFFICE

Dear Sir:

We are handing to you two fully executed copies of the agreement with the United Railways with respect to the Vadis grade separation project.

One copy of this agreement has been sent to the Public Roads Administration and one copy has been forwarded to H. B. Glaisyer for the Commission's files, also Mr. Paxson has a copy. You perhaps will want to keep one copy for your files and send one copy to Charles Hart for the Railway Company.

Very truly yours,

[redacted] [redacted]

C. B. McCullough
Assistant State Highway Engineer

JM:BM
Enclosure - 2

FORM E-50 20M 7-45

NOTED
G.S. PAXSON

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1945

RECEIVED
DEC 24 1945
STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SUBJECT: L 1262
L 1282

To: Mr. C. B. McCullough,
Office.

Dear Sir:

Yesterday I telephoned Mr. Charles Hart, who is attorney for the United Railways and asked him about the Vadis crossing agreement, a copy of which I had sent him. He stated that the agreement is satisfactory to the Company, so today I am sending him five copies with the request that they be executed by the Railroad Company so that they can be made available to the Highway Commission at its meeting on the twenty-seventh of December.

I also called Mr. Hampson of the Southern Pacific Company relative to the Oak Hill crossing and he said that he had passed on to his Company the matter for consideration but had not heard. He promised to again contact his people and let me know.

Yours very truly,

J. M. DEVERS

JMD:PW

REFERRED TO
Paxson
by Asst. Chief Engineer

Please note & return.

Mc

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 19, 1945

L 1282

RECEIVED
DEC 24 1945
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Mr. Charles Hart,
% Hart, Spencer, McCulloch and Rockwood,
Yeon Building,
Portland, Oregon.

Dear Mr. Hart:

Yesterday you advised me by telephone that the form of agreement which I prepared and sent for your approval with respect to the Vadis grade separation project was satisfactory to you people, so I am now sending you five counterparts of the agreement and respectfully request that these be executed by the Railroad Company.

If it is possible to have this done at once, I will appreciate it. I would like to get them to submit to the Highway Commission for execution when the Commission will be in session in Portland on the twenty-seventh of December. We will then forward an executed copy to the Public Roads Administration and request that the project be approved for construction.

With kindest regards and best wishes for a successful and happy New Year, and all that goes with it, I am

Yours very truly,

J. M. DEVERS

JMD:PW

cc C. B. McCullough

REFERRED TO Axson
By Asst. Chief Engineer

Please note & return.

RECEIVED
JAN 11 1946
FOR FILING

Const
Projects
Grade Crossing

January 4, 1946

Vadis

Mr. T. R. Davis
District Engineer
Public Roads Administration
Portland 8, Oregon

Dear Sir:

Re: Vadis Overcrossing of Spokane, Portland, and Seattle Railway Company's Tracks by Wolf Creek Highway in Washington County.

In accordance with paragraph (a), Section 1.15 of the regulations for carrying into effect the provisions of the Federal Aid Highway Act of 1944, dated April 21, 1945, the following data in support of the estimate of total benefits to the railroad concerned are submitted. Also submitted herewith are conformed copies of an agreement between the State and the railroad company covering the project.

The locations of the highway, the railroad, and the more important county roads are shown on the attached map. The section of the Wolf Creek Highway from Davies to Portland is a new highway. Traffic between Davies and Portland now uses the Nehalem Secondary Highway (shown in green) to Forest Grove and the Tualatin Valley Highway (off the map to the south) from Forest Grove to Portland. The new section of the Wolf Creek Highway will cross over the Spokane, Portland, and Seattle Railway Company's tracks on a concrete viaduct at Davies which was built in 1941 (Ore. SN-FAGM 156-F (1)). The completion of the section of the Wolf Creek Highway now submitted for approval was delayed by the war and no traffic has, as yet, used the Davies Overcrossing. This new section will again cross the Spokane, Portland, and Seattle Railway Company's tracks on the Vadis Overcrossing about one mile west of North Plains. This new section, therefore, will carry through traffic which now does not cross the Spokane, Portland, and Seattle Railway Company's tracks.

The railroad company has already provided three grade separations on county roads in the vicinity of the proposed Vadis Overcrossing.

These are shown on the attached map as Underpass (A), having a vertical clearance of 12'6" and a horizontal clearance of 19'3", Overpass (B) having a rating of H-13 and a horizontal clearance of 16'9", and Underpass (C) having a vertical clearance of 13'6" and a horizontal clearance of 29'0". The county road from Mountaindale to Vadis will overcross the Wolf Creek Highway without a connection thereto and the grade crossings at Vadis and at Buxton will remain in use. All local traffic will continue to use existing facilities. There will be no diversion of traffic from existing grade crossings nor will any existing grade crossings be closed.

In view of the circumstances cited above, we can find no benefits accruing to the Spokane, Portland, and Seattle Railway Company from the proposed Vadis Overcrossing and we are, therefore, requesting no contributions from them.

Very truly yours,

R. H. Baldock
State Highway Engineer

GAP:MIS
Attached

RECEIVED
NOV 13 1945
FOR FILING

Canal
Projects
[illegible]
Vadis

Salem, Oregon
November 10, 1945

Mr. G. S. Paxson

Please note attached correspondence from Mr. Devers and Mr. Witchal regarding the Vadis crossing.

The doctor says I can't come back to the office until week after next (I think he's crazy but Mamma has hid my clothes). If, therefore, you think it necessary to hold this conference before I get back, don't wait for me.

C. B. McCullough

CBM:ej
Attach.

RECEIVED [illegible]
FOR FILING

Projects
Grade Crossings

Vadis

FILE

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1945

SUBJECT:

To:

Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

For your information I am enclosing a copy of a letter I received today from Mr. Witchel, Chief Engineer, Spokane, Portland and Seattle Railway Company, concerning the proposed grade separation known as the Vadis crossing.

When convenient, I think we should arrange for the conference requested by Mr. Witchel.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.
cc G. S. Paxson

C
O
P
Y

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

Portland 7, Oregon

Mr. J. M. Devers
Chief Counsel
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Devers:

I regret very much that I have not answered your letter of October 1st, file RR 288, L 1282, before this time, vacations and absence from town are largely responsible.

I have talked over the matter of the Vadis crossing with our Chief Counsel, Mr. Hart, and our Vice President and General Manager, Mr. Dixon, and I would like to make the suggestion that at some time convenient to you we will call on you for a sort of informal discussion of the matter. If this is agreeable to you, if you will set some date and time, I will make every effort to have that date met.

Very truly yours,

(sgd.) A. J. WITCHEL
Chief Engineer

cc Mr. C. B. McCullough
Asst. State Highway Engineer

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
2 1945
FOR FILING

Const.
Projects
Grade Crossing

October 1, 1945

RR 288
L 1282

Valdiz on Wolf Creek Hwy

Spokane, Portland and Seattle Railway Company,
1101 Southwest Hoyt Street,
Portland, Oregon.

Attention: Mr. A. J. Witchel

Gentlemen:

During the year 1941 an agreement was reached by the United Railways Company and the Highway Commission with respect to the construction of an overhead crossing at Vadis on the Wolf Creek Highway.

When the agreement was reached Federal funds were made available under certain conditions. However, when this country got into World War II the funds were frozen and we were unable to proceed with the structure. Those funds are not now available. The Government has made other funds available for grade separations but under a condition and arrangement by which the Government can call upon railroads to contribute toward the cost of grade separations, the amount of contribution by the railroad to be determined by benefits derived.

This condition necessitates either a new agreement or an amendatory agreement, and I am advised by the Highway Commission that the Vadis grade separation is still on the program and is one of the postwar projects under consideration. I will appreciate it if you will advise me as to the attitude of the Company with respect to a review of this project and the preparation and execution of a new agreement in keeping with the Government's requirements.

Yours very truly,

J. M. DEVERS

JMD:PW

cc C. B. McCullough (2)

RECEIVED
SEP 28 1945
FOR FILING
Const
Projects
Grade Crossings

Salem, Oregon
September 27, 1945

Mr. J. M. Devers

Herewith letter dated September 22 from Mr. Paxson, pertinent to the Vadis overcrossing of the United Railways Company on the Wolf Creek Highway. This is another one of the grade crossing elimination structures which was started before the war and had to be stopped.

The other day we gave you data concerning two other crossings in this same category. One involved the City of Prineville Railway, and the other the Southern Pacific at a point known as Oak Hill, west of Eugene. The present crossing (the Vadis overcrossing) I believe completes the list. In other words, I think these are the only three crossings which were contemplated for construction under the old law and which were carried over and now have to be constructed under the new congressional act (Public Law 521, 78th Congress, Chapter 626, 2nd Session).

The Vadis overcrossing is a little different from the one at Oak Hill because of the fact that it seems rather difficult for us to establish any benefits to the railway company by virtue of its construction. However, from a standpoint of procedure, I think that all three of them are in the same category. In other words, it appears necessary to rescind the old agreement and re-enact a new one embracing (by reference at least) the provisions of Public Law 521.

I will be very glad to discuss this with you in more detail if you so desire.

C. B. McCullough
Assistant State Highway Engineer

CBM:ej
cc: Mr. G. S. Paxson

FORM E-30 25M 4-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1945

SUBJECT: Vadis Overcrossing
(Bridge No. 2367)

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

The Vadis Overcrossing of the United Railways Company on the Wolf Creek Highway in Washington County is included in the first year of the postwar program. This structure is covered by an agreement entered into between the State and the United Railways Company, dated October 22, 1941 (our File No. RR 288). The agreement is tied up with General Administrative Memorandum No. 39, and we are agreeing to reimburse the railroad company for their costs in connection with the structure.

This crossing is on a new line and no existing crossing will be closed, nor will any appreciable amount of traffic now using the grade crossing be diverted by this construction. The present traffic on the Wolf Creek Highway proceeds by way of Forest Grove over a temporary routing to a point just west of the Davies Overcrossing near Banks. The connection with the permanent line of the Wolf Creek Highway at this point is made south of the United Railways Company's tracks. In effect, the new line of the Wolf Creek Highway forms a loop in which we cross the United Railways at both Vadis and Davies.

I do not see how we can establish any benefits to the railway company by this construction, and believe that we are justified in proceeding under the agreement as executed.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM

F-186(9) Mountaindale Co. Rd. Grade 1946
Separation, Near N. Plains
#2801

Fp

RECEIVED
JUL [illegible] 1947
FOR FILING

F-186 (1)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 17, 1947

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	9616	2801	8 -Final	A. D. Ford & Son	1,289.32	311614	ok, gl
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

Your acceptance notice for this job is on file with us.

asw

NOTED ON CARD
7-17-47, gl

ACCOUNTING DIVISION

By ________
Bookkeeping Dept.

Approved H B Glaisyer
Secretary

RECEIVED
JUL 14 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

F-196(9)

Salem, Oregon
June 11, 1947

SUBJECT:

Mountaindale Overcrossing
Contract No. 2801

To:

Mr. H.B. Glaisyer,
Secretary
OFFICE

The Mountaindale Overcrossing structure, A.D. Ford & Son, contractor, is now completed. This is our Contract No. 2801✓ Will you please obtain authorization to make final payment.

Very truly yours,

W. A. Reeves
e.m.

W.A. Reeves,
Bridge Office Engineer

WAR/fs
cc: W.A. Reeves
Goldie Lewis

APPROVED BY HIGHWAY COMMISSION
DATE June 17, 1947
SECRETARY

RECEIVED
JUN 20 1947
FOR FILING

F-18 (9)

June 20, 1947

General Casualty Company
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2861 for work on the Mountaindale Grade Separation on the Sunset Highway, in Washington County, has been completed by the contractor, A. D. Ford & Son, and that final payment in the amount of $1,289.32 will be made on or after June 30, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $16,942.91, of which amount $10.93 represents the amount of force account items. This contract was completed on May 15 and accepted by the Commission on June 16, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

6-20-47 gl

Files

RECEIVED
APR 15 1947
FOR FILING

F-186 (9)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1947

SUBJECT: Mountaindale Grade
Separation

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith a recommendation for extension of time, to and including May 15, 1947, on the Mountaindale Grade Separation in Washington County, A. D. Ford & Son, contractor. This is accompanied by the concurrence of the Public Roads Administration.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM
Attached
cc W. A. Reeves

RECEIVED
APR 3. 1947
FOR FILING

F-186(7)

April 2, 1947

A. D. Ford & Son
417 S. E. Clay St.
Portland 14
Oregon

Gentlemen:

The State Highway Commission, at its meeting on March 25, 1947, had under discussion your request for an extension of time of 60 days, from March 15 to May 15,1947, within which to complete your contract, No. 2801, covering the Mountaindale Grade Separation on the Sunset Highway in Washington County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

RECEIVED
NOV 7 1946
FOR FILING

F-186(9)

November 6, 1946

A. D. Ford & Son
417 S.E. Clay Street
Portland 14, Oregon

Gentlemen:

The State Highway Commission, at it's meeting on October 29, 1946, granted you the extension of time requested, from September 15, 1946 to March 15, 1947, without penalty, in connection with contract No. 2801 covering grade separation on the Mountaindale Section of the Sunset Highway, in Washington County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: W.C.Williams

RECEIVED
OCT 26 1946
FOR FILING

F-186(9)

xxxxxxxxxxx
Division 8

October 24, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon Project No. F-186(9), Davies - Gardner Ranch Section of the Sunset Highway.

Very truly yours,

T. M. DAVIS
District Engineer.

By:

H. A. Stoddart
Sr. Highway Engineer.

Encl.

RECEIVED
SEP 11 1946
FOR FILING

F-186-9

xxxxxxxxxxx
Division 8

September 10, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

It has been noted that the contractor who has both the Vadis Overcrossing, FG-186(10) and the Mountaindale Undercrossing, F-186(9), on the Sunset Highway, has not yet started work on the latter structure although the time limit is September 15, 1946. It is recognized that difficulties of procurement of materials and labor exist on every project, but in view of the inconvenience to local travel and the probability that a temporary surfacing will be required if the bridge is not completed before winter, we believe that the contractor should be required to carry on construction on both structures or even give the Mountaindale Undercrossing preference in operations. Please give this suggestion your consideration and advise of your action at your early convenience.

Very truly yours,

T. M. DAVIS
District Engineer.

NOTED
State Highway Engineer

[illegible]

RECEIVED
1946
OREGON
STATE HIGHWAY COMMISSION

Original sent to Paxson

RECEIVED
MAY 21 1946
FOR FILING

F-186(9)

May 20, 1946

A. D. Ford & Son
417 S. E. Clay Street
Portland 14, Oregon

Gentlemen:

We are sending you today, by express, fully executed copies of the following State Highway contracts which were awarded to you on April 23, 1946 by the State Highway Commission:

Contract No. 2800, covering the Vadis Overcrossing on the Wolf Creek Highway in Washington County.

Contract No. 2801, covering the Mountaindale Grade Separation on the Wolf Creek Highway in Washington County.

These copies are for your records and files.

We are also sending executed copies of the above contracts to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

RECEIVED
FOR FILING
F.186 (9)

April 29, 1946

A. D. Ford & Son
417 S.E. Clay Street
Portland 14, Oregon

Gentlemen:

We are sending you today, by express, four copies each of the following contracts which were awarded to you by the State Highway Commission on April 23, 1946:

Contract No. 2800, covering Vadis Overcrossing on the Wolf Creek Highway in Washington County.

Contract No. 2801, covering the Mountaindale County Road Grade Separation Project, near North Plains, on the Wolf Creek Highway in Washington County.

Kindly execute all four copies of each of these contracts as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send executed copies to the surety on your bond.

1.7.8 Your special attention is called to the paragraph under Section ~~2-12~~, page 18, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

RECEIVED
JUN 17 1946
FOR FILING

F 186-9

#2801

April 23, 1946

A. D. Ford & Son
417 S. E. Clay Street
Portland 14, Oregon

get confirmed

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Vadis Overcrossing on the Sunset Highway near North Plains, Washington County, and the contract for the Mountaindale County Road Grade Separation project near North Plains on the Sunset Highway, Washington County. These awards were based on your low bids submitted on April 4, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ee
Enc.

cc - Mr. S. H. Probert
Mr. G. S. Paxson
Goldie Lewis

Pills

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1207

$	CHECK
S	ACCOUNTING INFORMATION
F	TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

8:50 a.m.
April 23 1946

To A. D. Ford & Son

Care of or Apt. No.

Street and No. 417 S. E. Clay Street

Place Portland 14, Oregon

State Highway Commission awarded you today contracts for Vadis Overcrossing project and Mountaindale County Road Grade Separation project, both near North Plains on Sunset Highway, Washington County based on your low bids submitted April 4, 1946. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Charge

Sender's name and address
(For reference only)

Sender's telephone number

RECEIVED

F-186 (9)

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

RECEIVED
APR 24 1946
FOR FILING

1201

(32)

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR123 25/24 GOVT 1 EXTRA=WUX PORTLAND ORG 22 127P

R H BALDOCK=SM=

1946 APR 22 PM 1 54

WE TODAY CONCUR IN AWARD OF CONTRACT FOR MOUNTAINDALE GRADE SEPARATION PROJECT F-186(9) TO A. D. FORD & SON WHO SUBMITTED LOW BID=

T M DAVIS PRA PORTLAND.

April 22

NOTED
W. A. REEVES

NOTED
F B GLAISYE

.F-186(9).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

F 186-9

RECEIVED
FOR FILING

Charge to the account of ______________________ $______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1206

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

FILES

SALEM, OREGON
APRIL 19, 1946

RECEIVED
APR 20 1946
FOR FILING

T. M. DAVIS, DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
201 FINANCIAL CENTER BUILDING
PORTLAND 8, OREGON

ADVICE RECEIVED THAT MOUNTAINDALE COUNTY ROAD GRADE SEPARATION PROJECT (F-186(9)) OVER SUNSET HIGHWAY IN WASHINGTON COUNTY HAS BEEN CLEARED BY YOUR WASHINGTON OFFICE. MAY WE HAVE YOUR CONCURRENCE IN AWARD ON LOW BID RECEIVED AT LAST COMMISSION MEETING.

R. H. BALDOCK
OREGON STATE HIGHWAY ENGINEER

RECEIVED
JUL 10 1946
FOR FILING

F-186-9

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

February 7, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project F-186(9), the Mountaindale Undercrossing portion of the Davies-Gardner Ranch Section of the Wolf Creek Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Yours very truly,

T. M. Davis
T. M. Davis
District Engineer

RECEIVED
FEB 8 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

January 29, 1946

Mr. T. E. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, 8, Oregon

Dear Sir:

Through oversight, we failed in our first postwar program of regular federal aid funds, submitted under date of July 11, 1945, to include as a part of the work required on Project F-186 (9), the construction of a grade separation at the crossing of a county road near Mountaindale.

To correct this situation and to make possible the early contracting of the grade separation structure here referred to, we request that you approve, as a minor change in the program, the addition of the grade separation structure as a part of the work to be done under Project F-186 (9).

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

SHP:GED

RECEIVED
FOR FILING

F186(9)

January 25, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement for the Mountaindale Undercrossing Structure, Project No. F-186 (9).

One set of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JWN:GS

Encl.

S-31 (3) Altamont Canal Bridge Widening
Klamath Falls 1946

#2802

RECEIVED
AUG 20 1948
FOR FILING

8-31 (3)

August 19, 1948

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We are enclosing herewith a copy of a letter from Mr. Earl T. Newbry, Secretary of State, showing satisfaction of the Mercer Steel Company, Inc. for their claim in the amount of $499.67 against Angelo Doveri on Contract No. 2802 for widening a bridge on the Altamont Canal Section of the Klamath Falls-Lakeview Highway.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dr
Enc.

cc - Karen Carter
627 Board of Trade Bldg.
Portland 4, Oregon

Mr. Angelo Doveri
435 High Street
Klamath Falls, Oregon

NOTED ON CARD
8-19-48

RECEIVED
AUG 20 1948
FOR FILING

8-31 (3)

August 19, 1948

Hon. Earl T. Newbry
Secretary of State
State Capitol Building
Salem, Oregon

Dear Sir:

We acknowledge with thanks your letter of August 17, advising us that the Mercer Steel Company, Inc., has stated that their claim against Angelo Doveri in the amount of $499.67 has been satisfied.

This is in connection with our Contract No. 2802.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dr

NOTED ON CARD
8-17-48

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

August 17, 1948

Mr. H. B. Glaisyer
Oregon State Highway Commission
State Office Bldg.
Salem, Oregon

Dear Sir:

We have received and filed as of August 14th a notice from Mercer Steel Company, Inc. of the satisfaction of their claim against Angelo Doveri in the amount of $499.67.

The claim was filed in this office June 15, 1948, file No. 3108.

Very truly yours,

Earl T. Newbry
Secretary of State

N:FM

NOTED ON CARD
8-18-48

REFERRED TO
[illegible]
BY SECRETARY

acknowledge.
note on card.
send copy to bonding co & contractor

RECEIVED
AUG 18 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 20 1948
FOR FILING

Files

2802
br

August 12, 1948

Earl T. Newbry, Secretary of State
State of Oregon
Salem, Oregon

Dear Sir: RE: ALTAMOUNT BRIDGE - Angelo Doveri

Please be advised that Angelo Doveri has satisfied in full all claims against the bond taken for the construction of the Altamount Bridge in Klamath County, Oregon, and we are hereby releasing our claim in the amount of $499.67, as filed with you on June 15, 1948.

Very truly yours,

MERCER STEEL CO., INC.

BY

REFERRED TO [illegible]
BY SECRETARY

[illegible] note this on the card
DWS

HDM:NM

cc - Mr. H. B. Glaisyer,
Oregon State Highway Comm.
cc - Mr. Angelo Doveri, Klamath Falls, Ore.

NOTED ON CARD
8-16-48 gf

REFERRED TO Jerry - Mrs Lewis
BY SECRETARY

Are there any more claims on file against this job?
MSS

No - J.Q.

RECEIVED
AUG 16 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 13 1948
FOR FILING

5-31 (3)

2802

PHONE ATWATER 0141

MERCER STEEL COMPANY, INC.

REINFORCING STEEL AND SPECIALTIES
2555 N. W. NICOLAI STREET
PORTLAND 10, OREGON

July 3, 1948

Oregon State Highway Commission
Salem, Oregon

Atten: Mr. H. B. Glaisyer

Gentlemen:

Replying to your letter of July 1, please be advised that we have received no satisfaction from contractor Angelo Doveri for any part of the amount of $499.67 on which we filed a claim on June 14 against his surety.

We will advise you promptly on receipt of any settlement from the contractor on this claim.

Very truly yours,

MERCER STEEL CO., INC.

BY- H. D. Mercer

HDM:NM

REFERRED TO [illegible]
BY SECRETARY

[illegible]

NOTED
H. B. GLAISYER

NOTED ON CARD
7-6-48

RECEIVED
JUL 6 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 13 1948
FOR FILING

July 8, 1948

Mr. Angelo Doveri
435 High Street
Klamath Falls, Oregon

Dear Mr. Doveri:

On June 16 we mailed to you a copy of a claim filed with the Secretary of State by Mercer Steel Company, Inc. in the amount of $499.67 for steel furnished in connection with your contract No. 2802 in Klamath Falls.

We are now advised by the Accounting Department that your warrant for final payment on this job is ready for mailing. It is necessary, however, that the warrant be held until we have been advised of settlement on the above claim. If the claim has been taken care of please advise.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dr

cc - Mr. Malcolm H. Hanks
Mr. Floyd A. Query

United Pacific Insurance Co.
Seattle 14, Washington

Karen Carter
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
7-2-45, J C.

July 1, 1948

Mercer Steel Company, Inc.
2555 Northwest Nicolai Street
Portland 10, Oregon

Gentlemen:

On June 14 we received notice of a claim which you had filed with the Secretary of State in the amount of $499.67 against Angelo Doveri for steel furnished under contract No. 2802 in Klamath Falls.

Final payment on this job is being held up pending the settlement of your claim. Will you please advise if satisfaction has been obtained.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dr

NOTED ON CARD

7-1-48

RECEIVED
JUN 17 1948
FOR FILING

C-21(3)

[illegible]

June 16, 1948

United Pacific Insurance Company
Seattle 14, Washington

Gentlemen:

Attached hereto is the copy of a claim filed with the Secretary of State by Mercer Steel Company, Inc., against Angelo Bovari in the amount of $499.67. This claim is for steel furnished on contract No. [illegible] for the construction of the Altamont Canal Bridge on the Klamath Falls-Lakeview Highway in Klamath County.

This information is furnished you as your company appears as surety for the above contract.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Encl.

cc [illegible] Carter
627 Board of Trade Bldg.
Portland 4, Oregon

Angelo Bovari
435 High Street
Klamath Falls, Oregon

NOTED ON CARD
6-16-48 [illegible]

OFFICE COPY

Mercer Steel Company, Inc.
Reinforcing Steel and Specialties
2555 N.W. Nicolai Street
Portland 10, Oregon

June 14, 1948

Mr. Earl T. Newbry
Secretary of State
Salem, Ore.

Dear Sir:

Please accept this letter as a filing of our claim against the surety of Angelo Doveri, Klamath Falls, Oregon, for an unpaid balance of Four Hundred Ninety-nine and 67/100 ($499.67) Dollars, due us for reinforcing steel furnished on the construction of the Altamont Bridge in Klamath County, Oregon, for the Oregon State Highway Commission.

If a more formal notice is required than this letter, will you kindly advise us by telephone collect.

Yours very truly,

MERCER STEEL CO. INC.

BY H. D. MERCER
Pres.

HDM:RA

cc H.B.Glaisyer, Sec.
Oregon State Highway Dept.

ENDORSED - File No. 3108
Filed June 15, 1948
Earl T. Newbry, Secretary of State

OFFICE COPY

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

June 15, 1948

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received and filed as of this date, a notice of claim by Mercer Steel Company, Inc. for the steel furnished in the sum of $499.67 against the bond taken from Angelo Doveri, for construction of the Altamont Bridge in Klamath County, Oregon, for the Oregon State Highway Commission.

We have prepared and are enclosing three copies of the claim for your files.

Kindly acknowledge receipt of the copies.

Very truly yours,

Earl T. Newbry
Secretary of State

N:FM

ENC.

NOTED ON CARD
6-16-48 gl

RECEIVED
JUN 16 1948
OREGON
STATE HIGHWAY COMMISSION

JT

RECEIVED
JUN 17 1948
FOR FILING
S 21(3)

2802

June 16, 1948

Mercer Steel Company, Inc.
2555 N. W. Nicolai Street
Portland 10, Oregon

Gentlemen:

This is to acknowledge receipt of a carbon copy of your letter dated June 14, addressed to Mr. Earl T. Newbry, Secretary of State, advising of your claim in the amount of $499.07 against Angelo Bovari for reinforcing steel furnished on the construction of the Altamont Bridge under Contract No. 2802, in Klamath Falls.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

NOTED ON CARD
6-16-48

CEIVED
UN 17 1948
FOR FILING

June 16, 1948

Hon. Earl T. Newbry
Secretary of State

CAPITOL BUILDING

Dear Mr. Newbry:

This is to acknowledge the receipt today of three copies of a claim filed by the Mercer Steel Company, Inc., in the amount of $499.67, against Angelo Devari, for materials used in construction of the Altamont Bridge, Contract No. 2802, in Klamath Falls.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

RBC:FAQ-ce

NOTED ON CARD
6-16 V.S.gf

PHONE ATWATER 0141

MERCER STEEL COMPANY, INC.

REINFORCING STEEL AND SPECIALTIES
2555 N. W. NICOLAI STREET
PORTLAND 10, OREGON

June 14, 1948

Mr. Earl T. Newbry
Secretary of State
Salem, Ore.

Dear Sir:

Please accept this letter as a filing of our claim against the surety of Angelo Dovori, Klamath Falls, Oregon, for an unpaid balance of Four Hundred Ninety-nine and 67/100 ($499.67) Dollars, due us for reinforcing steel furnished on the construction of the Altamont Bridge in Klamath County, Oregon, for the Oregon State Highway Commission.

If a more formal notice is required than this letter, will you kindly advise us by telephone collect.

Yours very truly,

MERCER STEEL CO. INC.

BY H D Mercer
Pres.

HDM:RA

CC H.B.Glaisyer, Sec.
Oregon State Highway Dept.

6-16-48, JL

RECEIVED
JUN 16 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 8 1948
FOR FILING

S-31(3)

#2802

June 8, 1948

Mr. Angelo Doveri
435 High Street
Klamath Falls
Oregon

Dear Sir:

This to advise you that on May 25 the Commission waived time extension penalties, which were assessed at the April 19, 1948 meeting, on the following two State Highway Contracts:

Contract No. 2802, covering the Klamath Falls-U.S.R.S. Canal Section of the Klamath Falls-Lakeview Highway, in Klamath County.

Contract No. 2814, covering the Chiloquin Overcrossing and Spring Creek Bridge on The-Dalles California Highway, in Klamath County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: W. A. Reeves

RECEIVED
MAY 12 1948
FOR FILING

5-31(3)

May 10, 1948

United Pacific Insurance Company
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

This to advise you that State Highway Contract No.2802, for widening bridge over the Altamont Canal at Klamath Falls, has been completed by the contractor, A. Doveri, and that final payment in the amount of $1,842.93 will be made after acceptance by the Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsubility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $15,335.30, and that no force account work was performed therein. This contract was completed on January 14,1948 but has not been accepted by the Highway Commission, however, we anticipate that it will be accepted at the Commission Meeting the latter part of this month.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Karen Carter, Agent
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
5-11-48 gl

RECEIVED
APR 29 1948
FOR FILING

5-31(3)

April 28, 1948

Mr. Angelo A. Doveri
707 Washington St.
Klamath Falls
Oregon

Dear Sir:

The State Highway Commission, at its meeting on April 19, 1948, had under discussion your request for an extension of time of 45 days, from December 1, 1947 to January 14, 1948, within which to complete your contract No. 2802 for the widening of bridge over Altamont Canal at Klamath Falls on Klamath Falls-Lakeview Highway, in Klamath County.

You are advised that the Highway Commission granted your request, however, a penalty covering the cost of field engineering from November 30, 1947 to January 14, 1948 is to be assessed. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: W. A. Reeves

NOTED ON CARD
4-28-48, jf

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN R. CHANDLER, MEMBER
COOS BAY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF ARTHUR W. SCHAUPP
207 WILLITS BUILDING
KLAMATH FALLS, OREGON

RECEIVED
FOR FILING

S-31 (3)

IE 2802

April 14, 1948

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Mr. Baldock:

As I stated to you in my conversation over the phone this morning, I am not sure that I will attend the meeting on the 19th and 20th. You asked me to write about any business coming before the Commission at that time, and I wish to refer particularly to the extension of time requested by Doveri on the Altamont Bridge. I note the recommendation of the engineers on this application is granted subject to a penalty for engineering costs from November 30, 1947, to January 14, 1948.

I happened to know something about this proposition, or at least I happen to know that Mr. Doveri was spending most of his time on the bridge at Chiloquin and was not able to get finishers to finish the cement work at the Altamont Bridge, and he was compelled to wait until he could do the work himself, or to oversee it. I also happen to know that Mr. Doveri took these jobs at a low figure and probably the jobs wouldn't have been let if he had not taken them. Of course, I understand he wasn't forced to bid, but I know he didn't make any money on ~~both~~ either of these jobs, and in fact I know he lost money on the Chiloquin Bridge. We have granted extensions of time on many large contracts without any penalties that I have ever observed, and I don't believe it would be in the interest of good public policy to require this little contractor to pay a penalty when all of the big boys have gotten by without penalties. If these engineering costs amount to any considerable amount at all, I would be absolutely against assessing them to him. I haven't gone into detail on this proposition but I feel quite strongly that this extension should be granted without penalty. Will you please bring this to the attention of the Board if I am not there?

Very truly yours,

AWSchaupp

A.W. Schaupp, Member
Oregon State Highway Commission

AWS:BO

RECEIVED
APR 14 1948
FOR FILING

S-31(2)

April 9, 1948

State Highway Commission

Request for Extension of Time
No. 7
April 19 and 20 meeting.

Gentlemen:

Re: Altamont Bridge over U.S.R.S. Canal
on Klamath Falls-Lakeview Highway

Herewith a request for an extension of time to complete the U.S.R.S. Canal bridge on the Klamath Falls-Lakeview Highway in Klamath County, Contract No. 2802, Angelo Doveri, contractor.

This structure was complete except for the removal of the forms underneath the span in the Spring of 1947. The water was turned into the canal before these forms could be removed, and a time extension to and including November 30, 1947 was granted so that the contractor could wait until water was turned out of the canal to remove his falsework. There was ample time to have removed the falsework after the water was turned out and before expiration of the time extension of November 30. The contractor elected to delay the work and did not finish until January 14, 1948. This delay was entirely for the contractor's own convenience.

We are recommending that the extension be granted but that the contractor reimburse the State for engineering expenses after November 30, 1947.

A copy of the concurrence of the Public Roads Administration to this recommendation is attached hereto.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP GM

cc H. B. Glaisyer
R. H. Baldock
W. C. Williams
G. S. Paxson

RECEIVED
[illegible]
FOR FILING

S-61(3)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1947

SUBJECT:

1st Ave. Esplanade ave.
in K. Falls.

To: H. B. Glaisyer

#2800

L

Attached is the original and one copy of a grant of easement for the highway over U. S. Reclamation Service canal in Klamath Falls which canal is under the control of the Bureau of Reclamation, Klamath Project.

Mr. Devers has approved this form as to its form and legality and I have approved it as to engineering contents and provisions. It is now ready for execution by the State Highway Commission after which it is to be returned to Mr. Devers who will secure execution by the Government representative.

W. C. Williams

WCW/ds
Encl.

cc - J. M. Devers

11-6-47
returned to Devers to be sent to Mr. Best
of Bureau. Not ready to go to Com.
see Best's letter in legal file K 13794
Q

FORM 2-125 15M 8-47

RECEIVED
[illegible]
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

S-31(2)

November 5, 1947

OK

#2802

MEMORANDUM TO MR. BANFIELD

Attached for your approval are two copies of a highway crossing permit to the State of Oregon from the U. S. Bureau of Reclamation, providing for the grant and easement of right of way to the State for crossing of the Bureau's No.1-C Drain and Main or "A" Canal of the Klamath Project on the Klamath Falls-Lakeview Highway just east of Klamath Falls.

The agreement provides for a 50 year permit to cross the waterways. The actual construction has been performed under our contract No. 2799, Klamath Falls-USRS canal section, completed by Warren Northwest Inc. on June 3, 1947 and accepted on June 17, 1947, and on contract No. 2802 to A. Doveri which is scheduled to be completed November 30, 1947.

The Regional Counsel of the Department of the Interior has requested that because of the particular provisions of this agreement that it be signed by all three of the Highway Commissioners. The Legal Counsel has concurred in this suggestion. The permit has been signed previously by Mr. A. W. Schaupp and Mr. Ben R. Chandler.

Respectfully yours

H B Glaisyer

Secretary

FAQ:gl

cc: Floyd Query

P. S.
When you have signed the above permit will you please return to me in the enclosed envelope. Thank you.

HBG

RECEIVED
AUG 16 1948
FOR FILING

5-31(31

September 25, 1947

50 years permit across No. 1-C
Drain and Main or "A" Canal
Klamath Project, K-Falls
Lakeview Highway

MEMORANDUM TO COMMISSION:

Attached for your approval are two copies of a highway crossing permit to the State of Oregon from the U. S. Bureau of Reclamation providing for the grant and easement of right of way to the State for crossing of the Bureau's No. 1-C Drain and Main or "A" canal of the Klamath Project on the Klamath Falls - Lakeview Highway just east of Klamath Falls.

The agreement provides for a 50 year permit to cross the waterways. The actual construction has been performed under our contract #2799, Klamath Falls - U.S.R.S. canal section, completed by Warren Northwest Inc., on June 3, 1947 and accepted on June 17, 1947, and on contract 2802 to A. Doveri which is scheduled to be completed November 30, 1947.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:cm.

Encl. 2.

RECEIVED
JUN 24 194
FOR FILING

S-31(3)

June 24, 1947

Mr. Angelo A. Doveri
707 Washington St.
Klamath Falls
Oregon

Dear Sir:

The State Highway Commission, at its meeting on June 16, 1947, had under discussion your request for an extension of time of 214 days, from April 30 to November 30, 1947, within which to complete your contract No. 2808 for the Altamont Bridge on the The Dalles-California Highway in Klamath County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

I wish also to bring to your attention action taken by the Highway Commission at its meeting on June 16, 1947, with respect to the matter of allowing contractors extensions of time for completion of their work. You will recall that during the wartime emergency when there was a shortage of labor and materials the Commission was very lenient and granted all requests for extensions of time, without penalty. The Commission considers that the conditions which prompted such action no longer exist and in view thereof decided to penalize contractors for failure to complete their projects within the specified time limit, unless there is some special reason why the work could not be completed within such period. I do not know just what penalty will be imposed, but mention the action of the Commission so that you will be informed and can take such action as may be necessary to avoid it.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: William E. Chandler

S-31(3)

xxxxxxxxxxxx
Division 8

October 23, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-31(3)
Klamath Falls
U.S.R.S. Canal Section,
Klamath Falls-Lakeview
Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications and plans.

Very truly yours,

W. H. LYNCH
Division Engineer

By:
L.J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
MAY 21 1946
FOR FILING

S-31(3)

May 21, 1946

Mr. A. Doveri
707 Washington St.
Klamath Falls
Oregon

Dear Sir:

We are sending you today, by express, a fully executed copy of contract No. 2802 which was awarded to you on April 23, 1946, by the State Highway Commission covering widening of the Altamont Bridge on The Dalles-California Highway in Klamath County. This copy is for your records and files.

We are also sending an unexecuted copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

RECEIVED
[illegible]
FOR FILING

S-31(3)

April 29, 1946

Mr. A. Doveri
707 Washington Street
Klamath Falls
Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2802 which was awarded to you by the State Highway Commission on April 23, 1946, covering widening of the existing bridge over the Altamont Canal on The Dalles-California Highway in Klamath County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is calledto the paragraph under Section 1.7.18, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

[illegible] 4-29-46
[illegible]

RECEIVED
JUN 17 1946
FOR FILING

S 31-3

#2802

April 23, 1946

Mr. Angelo Doveri
707 Washington Street
Klamath Falls, Oregon

get confirmed

Dear Mr. Doveri:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for widening the existing bridge over the Altamont Canal at Klamath Falls, Klamath County. This award was based on your bid of $14,835 submitted on April 5, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc
Enc.

cc - Mr. S. H. Probert
Mr. G. S. Paxson
Goldie Lewis

SERVICE DESIRED			
OMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1207

A. N. WILLIAMS
PRESIDENT

CHECK	$
ACCOUNTING INFORMATION	S
TIME FILED	F

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

8:55 a.m.
April 23 1946

To Angelo Doveri

Care of or Apt. No.

Street and No. 707 Washington Street

Place Klamath Falls, Oregon

State Highway Commission awarded you today contract for bridge over Altamont Canal at Klamath Falls based on your bid submitted April 5, 1946. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

Go
Charge

Sender's name and address
(For reference only)

Sender's telephone number

RECEIVED
FOR FILING

S- 31 -

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

RECEIVED
APR 24 1946
FOR FILING

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Radiogram

(20) 1946 APR 22 PM 3 26

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR174 31/30 GOVT=WUX PORTLAND ORG 22 313P

R H BALDOCK STATE HIGHWAY ENGINEER=

REYOURTEL 19TH AND PHONE TODAY ALTAMONT CANAL BRIDGE, PROJECT S-31/3/[illegible] AS RIGHT OF ETNRY OBTAINED WE HEREBY CONCUR TODAY IN AWARD OF CONTRACT TO ANGELO DOVERI WHO SUBMITTED LOW BID=

L T M DAVIS PRA PORTLAND.

NOTED
W. A. REEVES

RECEIVED
APR 23 1946
STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

19 S-31/3/[illegible]

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

ALL RIGHTS OF WAY REQUIRED FOR ALTAMONT CANAL PROJECT ARE ACQUIRED

R. H. BALDOCK, STATE HIGHWAY ENGINEER

WU:TELEGRAM

10:30 AM

Sender's name and address
(For reference only)

Sender's telephone number

18-1034 Washburne Way-Altamont Dr. (Lighting)
Klamath Falls 1946

#2803

RECEIVED
OCT 30 1947
FOR FILING

18-1034

October 29, 1947

Swan Lake Moulding Company
Klamath Falls, Oregon

Gentlemen:

Attached hereto is our Advance Deposits check No. M 671, also copies of invoice No. 9849 and a check receipt form. This is the refund to you from an advance deposit made to cover work performed by Mark Smith & Company under state contract No. 2803, completed July 29, 1947.

Please return to this office the check receipt form with one of the invoice copies attached thereto.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dr
Encs.
Registered Mail

cc - Carl F. Smith

FORM E-90 8M 12-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

October 24, 1947

SUBJECT: Advance Deposits Check No. M 671
Check Receipt No. 487A

To:

H. B. Glaisyer
Secretary
Office

I hand you, herewith, to be forwarded to the payee, advance deposits account refund check No. M 671 in favor of Swan Island Moulding Company for $883.80. I also enclose our check receipt form and an extra copy of the invoice for the payee's file. Please request the payee to sign and return the check receipt form with the invoice copy still attached.

Carl F. Smith
Carl F. Smith
Accounting Division

CFS/bmw
encl.

cc: C. H. Maison

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OCT 2 1947
FOR FILING

18-1034

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 22, 1947
Salem, Oregon

SUBJECT: South 6th St. Lighting

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

All work on contract for South 6th St. Lighting in Klamath Falls was completed July 29, 1947. This is Contract No. 2803, Mark Smith Company Contractor.

Please get the acceptance of the Commission and authority to make final payment.

Very truly yours,

W A Reeves

W. A. Reeves
Bridge Office Engineer

WAR EC
cc W. A. Reeves

August 26, 1947

ALFRED D. COLLIER, PRESIDENT
V. E. O'NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY
PHONE 3169 SOUTH SIXTH STREET P. O. BOX 271
KLAMATH FALLS, OREGON

RECEIVED
OCT 2 1947
FOR FILING
18-1034

August 21, 1947

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have been advised that you have completed your testing period on the lights on South Sixth Street and are preparing to make final payment on the contract with Mark Smith. We should like to take this opportunity to express our appreciation of your assistance in the design and installation of this system of highway lighting.

The system has been installed to our complete satisfaction and is accomplishing the end for which it was designed. It has increased very considerably the pleasure and safety of the driving public and has decreased materially the danger to pedestrians and parked cars, etc.

We hope that you will soon have the pleasure of inspecting these lights while in operation so that we can obtain your valued assistance in creating a lighting district to light Sixth Street from Main Street to the main canal, a distance of some 14,000 feet.

Without your kind permission, skilled design, and competent supervision, the creation of adequate lighting such as this for the highways of the State of Oregon would not be possible. May we again express our appreciation of the fine effort that you are making for the improvement of all of the highways of the state of Oregon.

Respectfully yours,

SWAN LAKE MOULDING COMPANY

Alfred D Collier

Alfred D. Collier, President.

ADC/dl
cc: R. H. Baldock, State Highway Engineer
G. S. Paxson, Bridge Engineer
Mr. H. G. Smith, Location Engineer
Mr. Roy Kennen
Mr. C. C. Whitmore, Resident Engineer, Klamath Falls

R[illegible]D
AUG 2[illegible] 1947

RECEIVED
AUG 22 1947
FOR FILING

18-1034

August 21, 1947

Standard Accident Insurance Co.
A. D. Trunkey, Agent
818 Spalding Bldg.
Portland 4, Oregon

Dear Sir:

You are hereby notified that State Highway Contract No. 2803, for lighting on the South Sixth Street Section of the Klamath Falls-Lakeview Highway, in Klamath County, has been completed by the contractor, Mark Smith Company, and that final payment in the amount of $1,798.61 will be made after acceptance by the Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $8,910.37, and that no force account work was performed therein. This contract was completed on July 29, 1947 but has not as yet been accepted by the Commission, however, we anticipate that it will be at the meeting to be held next week.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

[illegible]

RECEIVED
AUG 4 1947
FOR FILING

18-1034

August 1, 1947

Mark Smith Co.
155 East Main St.
Klamath Falls
Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 22, 1947, had under discussion your request for an extension of time of 212 days, from December 31, 1946 to July 31, 1947, within which to complete your contract No. 2803 for lighting on the South Sixth Street Section in the City of Klamath Falls, Klamath Falls-Lakeview Highway.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Also I wish to bring to your attention action taken by the Highway Commission at its meeting on June 16, 1947, with respect to the matter of allowing contractors extensions of time for completion of their work. You will recall that during the wartime emergency, when there was a shortage of labor and materials, the Commission was very lenient and granted all requests for extensions of time without penalty. The Commission considers that the conditions which prompted such action no longer exist and in view thereof decided to penalize contractors for failure to complete their projects within the specified time limit, unless there is some special reason why the work could not be completed within such period. I do not know just what penalty will be imposed, but mention the action of the Commission so that you will be informed and can take such action as may be necessary to avoid it.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
8-1-47

HBG: gl

cc: Wm. E. Chandler

RECEIVED
NOV 15 1946
FOR FILING

13-1024

NOTED
State Highway Engineer

November 8, 1946

Mr. G. S. Paxson
Oregon State Highway Commission
Salem, Oregon

Undetground lighting South Side
Sixth Street in City Limits

Dear Paxson:

John Fowler of the Klamath Valley Lumber Company has ordered from us 750 feet of rigid 2" conduit to go into the sidewalk from the beginning of the South Sixth Street project southeasterly to East Main Street. This conduit is supposed to be delivered to us shortly after the 15th.

Harry Hamilton says that he is figuring on laying the sidewalk on the north side of Sixth Street out to the Tower Theatre first and this should leave sufficient time to get this conduit in before the sidewalk is poured. Will you therefore please take the necessary steps as far as spacing of light poles, etc., to embed this conduit under the sidewalk.

Harry Hamilton also advises us that his brother might be able to secure 2" conduit and that he will report on this this coming weekend. I have also talked to Mark Smith and he will investigate the possibilities of securing some more conduit. I am suggesting to Mr. Fowler that he continue with his effort to get the property owners from East Main Street to Midland Road on the South side of the street to install conduit also, but there will undoubtedly be quite a few who will not pay for this conduit at this time. Is there any way that the State could put in this conduit and later be reimbursed from the lighting district that will be formed? Again, if rigid conduit is not available, could thin wall be used by using a little more concrete and embedding the thin wall in it? Apparently the thin wall is much more available. Harry Hamilton seems to think this might be a solution.

If there is any further information that you desire which I can supply, please advise.

Respectfully yours,

Alfred D. Collier

ADC/dl
cc: R. H. Baldock ✓
Arthur Schaupp
J. M. Devers

RECEIVED
OCT 4 1946
FOR FILING

THE CALIFORNIA OREGON POWER COMPANY

KLAMATH FALLS, OREGON

18-1034

IN REPLY PLEASE REFER TO OUR FILE NUMBER

September 30, 1946

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

This will acknowledge receipt of your letter of September 25 together with copies of the contract between the State of Oregon Highway Commission, Mark Smith & Company and Swan Lake Moulding Company, with reference to the lighting system now being installed on South Sixth Street. In requesting this information, I erroneously referred to the East Side Electric Company rather than Mark Smith & Company. The information which you have furnished is exactly what I had in mind.

Your courtesy in this matter is very much appreciated.

Yours very truly,

H P Bosworth Jr

H. P. BOSWORTH, JR.
District Manager

HPB:ltm

RECEIVED
OCT 1 1946
OREGON
STATE HIGHWAY COMMISSION

Jm

RECEIVED
SEP 27 1946
FOR FILING

18-1034

September 25, 1946

The California Oregon Power Company
Klamath Falls, Oregon

Attention of Mr. E. P. Bosworth, Jr.
District Manager

Gentlemen:

In your letter of September 6 you asked for two copies of the contract and specifications between the State of Oregon Highway Commission, East Side Electric and Swan Lake Moulding Company covering the installation of the street lighting system on the South Sixth Street Project in Klamath Falls. In checking through our files, we find that we do not have an agreement that includes the East Side Electric. We have a three-party agreement of the State Highway Commission, Mark Smith & Co., and Swan Lake Moulding Company, two copies of which are being sent you under separate cover. The agreement itself is our contract No. 2803. The work is being performed by Mark Smith & Co., contractor, in accordance with our Specifications and Contract Agreement for State Highway Construction, as supplemented by the specifications given on page 2 and all pages which follow in the contract document.

I trust this will give you the information you require.

Very truly yours,

R. H. Baldock
State Highway Engineer

WAB GM
cc W. A. Reeves

RECEIVED

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

KLAMATH FALLS, OREGON

September 6, 1946

RECEIVED
SEP 1 0 1946
OREGON STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

The California Oregon Power Company has agreed with Mr. Alfred D. Collier to acquire the street lighting system which is to be installed upon South Sixth Street, adjacent to the City of Klamath Falls, as a part of your current Improvement Program upon its completion and acceptance by the State.

Mr. Collier has in his possession but one copy of the contract and specifications and these are currently being used by the attorneys who are drawing the agreement.

It will be very much appreciated if you will forward to me two copies of the contract and specifications between the State of Oregon Highway Commission, East Side Electric and Swan Lake Moulding Company, covering the installation of the street lighting system.

Apparently should be Mark Smith Co.

Very truly yours,

H P Bosworth Jr

H. P. BOSWORTH, JR.
District Manager

HPB:ltm

cc A.D. Collier
Swan Lake Moulding Company
Klamath Falls, Oregon

RECEIVED
1946
OREGON
STATE HIGHWAY COMMISSION

~~[illegible]~~ Paxson
will you send specifications & contracts?

RECEIVED
JUN 17 1946
FOR FILING

18-1034

F2 803

April 25, 1946

Mark Smith & Co.
155 East Main Street
Klamath Falls, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Washburne Way-Altamont Drive Lighting Project in Klamath Falls, Klamath County. This award was based on your low bid of $6,904.70 submitted on April 5, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

so
Enc.

cc - Mr. S. H. Probert
Mr. G. S. Paxson
Goldie Lewis

gd confirmed

Files

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	=	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1207

	CHECK
$	
	ACCOUNTING INFORMATION
S	
	TIME FILED
F	

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

9:30 a.m.
April 25 19 46

To Mark Smith & Co.

Care of or Apt. No.

Street and No. 155 East Main Street

Place Klamath Falls, Oregon

State Highway Commission awarded you today contract for Washburne Way-Altemont Drive Lighting Project in Klamath Falls, Klamath County, based on your low bid submitted April 5, 1946. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Charge

Sender's name and address
(For reference only)

Sender's telephone number

RECEIVED
MAY 8 1946
FOR FILING

18-1034

May 7, 1946

Mr. Alfred D. Collier, President
Swan Lake Moulding Company
Klamath Falls, Oregon

Dear Mr. Collier:

I am sending you for your records and files an executed copy of the contract between the State Highway Commission and Mark Smith & Co., of your city, covering the lighting project on the South Sixth Street Section of the Klamath Falls-Lakeview Highway, State Highway Contract No. 2803.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee
Enc.

RECEIVED
MAY 8 1946
FOR FILING

18-1034

May 7, 1946

Standard Accident Insurance Co.
Lamping & Co.
Spaulding Building
Portland 4, Oregon

Attention: Mr. A. D. Trunkey

Gentlemen:

We are sending you today, by express, a fully executed copy of Contract No. 2803 which was awarded to Mark Smith & Company by the State Highway Commission on April 25, 1946, covering the lighting project on the South Sixth Street Section of the Klamath Falls-Lakeview Highway, in Klamath Falls.

Inasmuch as you are the surety for the contractor on this job, we are sending this copy of the contract to you for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

eo

Sent by Express 5-8-46
eo

RECEIVED
MAY 6 1946
FOR FILING

18-1034

Salem, Oregon
May 4, 1946

Assignment of Contract No.
Klamath Falls Lighting Project

Mr. J. M. Devers

Mr. S. H. Probert

Mr. G. S. Paxson

This note is to tell you that we have assigned Contract No. 2803 to the contract for lighting on the Washburne Way-Altamont Drive Lighting Project, in Klamath Falls. This contract was awarded to Mark Smith & Co., Klamath Falls, on April 25, 1946.

Secretary

[illegible]

RECEIVED
MAY 7 1946
FOR FILING

18-1034

May 3, 1946

Mark Smith & Co.,
155 East Main Street,
Klamath Falls, Oregon.

Gentlemen:

When the agreement covering the subject of the installation of lighting facilities on Sixth Street was prepared and submitted to you for execution there was inadvertently omitted a paragraph or provision which appeared in the bid proposal specifications, and rather than rewrite the entire contract and have it re-executed merely for the purpose of incorporating that provision, we are adopting the means of incorporating the provision in this letter for your approval, and then for attachment to the executed contract. The provision which appeared in the call for bids under the topic "Standard Specifications" is as follows:

> "The work to be done under this contract shall be governed by the Specifications and Contract Agreement for State Highway Construction, issue of September 15, 1940, subject to such supplementation and modification as is indicated by provisions which follow:"

The purpose of this letter is to make the above quoted language a part of the executed contract. Will you therefore sign at the foot of this letter in the same manner in which the contract was executed.

This modification, together with an executed copy of the agreement is being presented to you by Mr. F. P. Whitmore for the Highway Department, and after you have signed these sheets you may retain one and attach it to your executed copy of the agreement, which will be delivered to you by Mr. Whitmore, and then deliver to Mr. Whitmore the other executed sheets and we will attach them to the other executed copies of the agreement.

Yours very truly,

E. B. Glaisyer, Secretary.

MARK SMITH & CO.

By Mark Smith

By O. G. Smith

copies signed & returned 5/9/46

RECEIVED
MAY 4 1946
FOR FILING

18-1034

Salem, Oregon
May 3, 1946

Contract with Mark Smith & Co.

Mr. P. P. Whitmore
Resident Engineer
State Highway Department
Klamath Falls, Oregon

Dear Mr. Whitmore:

I am enclosing a copy of the agreement between the State Highway Commission, Mark Smith & Co., and Swan Lake Moulding Company covering the South Sixth Street Lighting Project on the Klamath Falls-Lakeview Highway, in Klamath Falls, particularly between the city limits of Klamath Falls and Altamont Bridge.

This copy is for delivery to Mark Smith & Co., who have been awarded the contract for the lighting installation; however, please do not deliver it to them until they have signed the enclosed letters, which I have directed to them. This letter is self-explanatory and should be signed by Mark Smith & Co. exactly as the Company signed the agreement.

When Mark Smith & Co. have signed the enclosed letters and have handed them to you, you may deliver the contract with one copy of my letter. You will then return to me the remaining copies of my letter so I can attach them to the other copies of the contract.

Just in case Mark Smith & Co. are not fully cognizant of the State Highway Commission's standard specifications, I enclose a copy of the same which you can deliver to the Company along with the contract. You may retain the other copy of the Specifications and Contract Agreement for your own use. I would appreciate it if you would expedite this matter as much as possible.

With best regards, I remain

Yours truly

HBG:ee
Encs.

Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
FORM 2-40 ... 7-45

FOR FILING

12-1684

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1946

SUBJECT: Agreement covering
S. 6th Street Lighting Project
in Klamath Falls

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

The following are points which are suggested for coverage in the agreement to be entered into between the State Highway Commission and Mr. Alfred D. Collier, covering the construction, operation, and maintenance of the lighting system on the South Sixth Street project south of Klamath Falls:

1. Reason for Installation.

The State proposes to rebuild the South Sixth Street Section of the Klamath Falls-Lakeview Highway from the south city limits of Klamath Falls to the Altamont Canal bridge, a distance of approximately 1.5 miles. Within this section the property lying along the south side of the road—between the intersection of Washburne Way (Midland Road) and South Sixth Street on the north and the intersection of Altamont Drive with South Sixth Street on the south—is owned by Mr. Alfred D. Collier. The length of this section is approximately 0.60 mile. Mr. Collier desires that a street lighting installation be provided to properly illuminate the property which he owns along this section. The illumination of this property and the adjoining highway will also be to the advantage of the State and the traveling public. The State is therefore permitting the construction, operation, and maintenance of the lighting system within these limits.

2. Details of Construction.

The installation is to be made in accordance with Oregon State Highway Department Drawing No. 8505 and the detailed specifications prepared by the department for the lighting project. This drawing and the specifications are to be made a part of the contract between the State and Mark Smith & Co., who submitted the low bid at the Highway Commission meeting in Portland on April 5, 1946. The State is to award the contract in its own name, supervise the construction, and pay the contractor the amounts due him under the contract in the manner provided for in the "Specifications and Contract Agreement for State Highway Bridge Construction," issue of August 1, 1939.

NOTED
State Highway Engineer

3. State To Be Reimbursed.

Mr. Collier is to deposit with the State a certified check in the amount of $9,794.17, which is the amount of the low bid of $8,904.70 received from Mark Smith & Co. plus ten per cent to cover possible contingencies. At the completion of the project the State will reimburse itself for all expenditures made in connection with the project, from the amount deposited by Mr. Collier, and will refund to Mr. Collier any sum remaining. In case the State's expenditures exceed the amount deposited, Mr. Collier is to pay the State the additional money expended. The State will furnish the plans and other engineering services without cost to Mr. Collier.

4. Operation and Maintenance.

At the completion of the work the State will turn the project over to Mr. Collier, who will arrange for its operation and maintenanse and will pay the cost thereof; the State assuming no liability for said operation and maintenance. The contract which the State proposes to award to Mark Smith & Co. is complete and ready for operation except for the providing of certain items of control equipment which are to be furnished by the power company and placed upon one of its poles. Mr. Collier is to make the necessary arrangements with the power company for furnishing and installing this control equipment.

5. It is possible that at some time in the future Mr. Collier may wish to dispose of his interest in the lighting project to the power company, who would then operate the system on a fixed fee. Mr. Collier wants the contract so drawn that this transfer of ownership will be permitted. He also brought up the possibility of the lighting installation being expanded to include the north side of the street in this section. The ownership along this north side is divided among several owners, and he would like to have the agreement with him so drawn that the same sort of an agreement could be drafted to cover the illumination of the north side of the highway.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM

S-15 (2) Burns-Lawen Section
Burns-Crane Highway 1946

#2804

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JUN 1
FOR FILING

8-15 (2)

2804

June 15, 1949

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

This is to certify that the tonnages of bituminous cements furnished and used in the oil mat wearing surface constructed under our contract No. 2804 were as follows:

Asphalt, 150-200 penetration	386.298 tons
Naphtha cutback asphalt, RC-3	548.564 tons

Contract No. 2804 covered grading, surfacing and oiling work on the Burns-Lawen Section of the Burns-Crane State Highway in Harney County. The principal contractor under this contract was K. F. Jacobsen Co., Inc. and J. R. Taggart, of Portland, Oregon. Subcontractor for the oil mat construction was the J. C. Compton Co., of McMinnville, Oregon.

The oil mat construction work was performed during the months of May and June, 1947.

Very truly yours,

R. H. Baldock
State Highway Engineer

BHP/gs

J. C. Compton

47-48

sta agt. Burm 3% exemption

1700 tax paid Cantrell

will refund

#2804 J. F. Jordan & Taggart

Bennie [illegible]

est to [illegible]

326.298 ton 150-200 asphalt

538.134 " RC3

wants letter that asphalt to actually incorporated in [illegible]

direct to Compton

[illegible] 6/5

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FOR FILING

OREGON STATE HIGHWAY COMMISSION

SUPPLEMENTAL NOTICE TO CONTRACTORS

June 28, 1949

Sealed bids on the following project will be received by the Oregon State Highway Commission in the Green Room of the Imperial Hotel, Portland, Oregon, at 9:00 a.m. DAYLIGHT SAVING TIME on Tuesday, June 28, 1949.

BIDS TO BE OPENED AT 9:00 a.m. DAYLIGHT SAVING TIME ON TUESDAY, JUNE 28, 1949

MULTNOMAH COUNTY: Parkrose-Larch Mountain Road Section of the Columbia River Highway. State Project. 17.22 miles of bituminous pavement seal. Requires approximately 210 tons emulsified asphalt; and 1,270 cu. yds. crushed aggregate cover material.

Prequalification of bidders will be required in accordance with provisions of Secs. 98-102 to 98-106, O. C. L. A., inclusive. Full information for bidders may be obtained at the office of the Oregon State Highway Commission, 319 State Office Building, Salem, Oregon. Proposal blanks, plans, specifications, and form of contract may be inspected at the same place and may be obtained by elegible bidders upon payment of $2.00 per each set.

A complete set of plans and specifications may be inspected at the office of the Associated General Contractors, in Portland, Oregon; Seattle and Spokane, Washington; and Boise, Idaho; and Builders Exchange Cooperative, Portland, Oregon.

The right is reserved to reject any and all proposals or to accept the proposal deemed best for the State of Oregon.

OREGON STATE HIGHWAY COMMISSION

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner

R. H. Baldock
State Highway Engineer

ATTEST:
H. B. Glaisyer, Secretary

June 15, 1949

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

December 17, 1947

SUBJECT:

To:

J. R. Taggart & Company Inc.,
Box 7
Brogan, Oregon

Gentlemen:

Please refer to my letter of November 24 inquiring as to whether or not you intended to permanently change your mailing address for vouchers and warrants from the address given at the top of this letter to John Day, Oregon. To date I have no record of receiving a reply to this letter.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

BY Carl F. Smith
Carl F. Smith
Accounting Division

CFS:jlm

cc: H. B. Glaisyer ✓

NOTED
H. B. GLAISYER

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FOR FILING

S - 15 (2)

November 24, 1947

Great American Indemnity Co.
1 Liberty St.
New York 5, N. Y.

Gentlemen:

You are hereby notified that State Highway Contract No. 2804 for work on Burns-Lawen Section of the Burns-Crane Highway, in Harney County, has been completed by the contractor, K. F. Jacobsen Co.,Inc. and J. R. Taggart, and that final payment in the amount of $2,739.15 will be made on or after December 4, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $282,629.96 and that no force account work was performed therein. This contract was completed on June 5 and accepted by the Commission on June 17, 1947.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
11-24-47 g

cc: Harvey Wells-Reed Ins.Agency, Agent
Failing Bldg.
Portland 4, Oregon

RECEIVED
4 1947
FORM E-30 25M 6-43
FOR FILING

S-15 (2)

Files

C

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

December 4, 1947

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	16969	2804	12-Final	K. F. Jacobsen Co.Inc. & J. R. Taggart	2,739.15	318993	A, gl
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

Acceptance notice is on file for this job.

[illegible]

ACCOUNTING DIVISION

By ______
Bookkeeping Dept.

Approved ______
Secretary

NOTED ON CARD

12-4-47, gl

[illegible]

[illegible]

FINAL COST ANALYSIS

-Laven Section
tract #2804

Regrade and Oil Mat Surfacing
K. P. Jacobsen & J. R. Taggart, Contractors
J. T. [illegible], Assistant Engineer

[illegible]

Item	Amount	Unit	Unit Cost	Unit [illegible]	Total Cost	[illegible]
Clearing & Grubbing		[illegible]			[illegible]	[illegible]
Structural Excavation	[illegible]	Cu. Yd.	[illegible]	[illegible]	[illegible]	[illegible]
Trench "	[illegible]	" "	[illegible]	[illegible]	[illegible]	[illegible]
General "	[illegible]	" "	[illegible]	[illegible]	[illegible]	[illegible]
Embankment in Place	[illegible]	" "	[illegible]	[illegible]	[illegible]	[illegible]
Short Overhaul	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Long Overhaul	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible] " " "	[illegible]	" "	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	" "	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Furnish & Place RC-3 in Binder Course	329.5	Ton	$33.50	$40.00	$11,038.25	$13,180.00
Furnish & Place 151-200 Asphalt	386.298	"	33.00	40.00	12,747.83	15,451.92
Furnish & Place RC-3 in Seal Coat	219.064	"	33.50	40.00	7,338.64	8,762.56
3/4"-½" Cr. Rock in S.P.	2,481.5	Cu. Yd.	1.97	1.90	4,910.96	4,714.85
½"-¼" " " " "	1,931.7	" "	1.97	1.90	3,786.64	3,607.23
¼"-0 " " " "	1,104.8	" "	1.97	1.90	2,168.15	2,099.12
Hauling Crushed Rock, Pile Measure	67,651.3	Yd. Mi.	0.105	0.14	7,068.45	9,471.18
Clear & Grub S.P. Sites		All			89.01	300.00
Level S.P. Sites						200.00
Extra Work Order #1, Stripping Gravel Pit					2,196.21	2,495.73
PA #1, 3/4"-0 Cr. Rock in S.P.	314.1	Cu. Yd.	1.60	2.00	503.81	628.20
PA #1, Hauling Crushed Rock	1,916.0	Yd. Mi.	0.11	0.14	209.38	268.24
PA #2, Clear & Level S.P. Site		All			15.59	25.00
PA #3, Cement Adjustment	12.443	Bbl.	4.10	4.875	51.02	60.66
PA #4, Haul & Place 3/4"-0 Rock for Cover in Binder Course	48	Cu. Yd.	1.30	1.30	62.40	62.40
PA #5, Purchase Excess Oiling Aggregates	616.4	" "	3.07	3.00	1,892.40	1,849.20
					$264,737.48	$281,327.81

Gross Revenue	$281,327.81
Total Cost	264,737.48
Net Profit	$16,590.33

Net Profit Equals 5.9% of Gross Revenue

Burns-Lawen

Detail of Cost

Labor:				
Supervision			$13,105.86	
Labor			57,567.82	
State Industrial Accident Insurance			2,424.22	
Social Security & Old Age Insurance			1,843.16	
				$74,941.06
Materials:				
Cement	117	bbl. at $4.10	$479.70	
Steel	11,616	lbs. " 0.052	592.46	
Sand & Gravel	82	cu. yd. at 4.50	368.00	
Corrugated Iron Pipe:				
12-Inch	160	lin. ft. " 1.15	184.00	
12-Inch Bands	2	" 1.43	2.86	
18-Inch	2,166	lin. ft. " 1.65	3,573.90	
18-Inch Bands	49	" 1.78	87.22	
24-Inch	252	lin. ft. " 1.59	400.68	
24-Inch Bands	15	" 2.30	34.50	
36-Inch	24	lin. ft. " 5.00	120.00	
				5,843.32
Equipment Rental & Miscellaneous:				
Equipment Rental			$36,510.00	
Rented Equipment			12,903.22	
Rented Trucks (Includes Gas, Oil & Grease)			60,213.76	
Gas, Oil & Grease			10,641.02	
Freight & Cartage			4,787.85	
Explosives			1,921.24	
Wire Rope			1,385.39	
Small Tools & Misc.			2,214.60	
P.U.C. Fees			28.19	
PL & PD Insurance			1,379.20	
Taxes			91.39	
Bond			1,857.21	
Home Office & General Overhead			4,598.56	
				138,531.63
Sub-contract to J. C. Compton Co. for Placing Mineral Aggregates and Furnishing and Placing Asphalt				45,421.47
Total Cost				$264,737.48

Burns-Lawen
Final Cost Analysis
J. C. Compton, Sub-contractor

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Sprinkling	355	M/Gal.	$3.32	$3.00	$1,180.19	$1,065.00
Preparation of Base	18.0	Mile	46.29	100.00	833.27	1,800.00
3/4"-0 Rock in Binder	1,943	Cu. Yd.	1.31	1.40	2,545.33	2,720.00
Place Aggregates	6,453	" "	1.31	1.35	8,501.65	8,711.55
Furnish & Place RC-3 in Binder	329.5	Ton	28.24	33.50	9,303.08	11,038.25
Furnish & Place 151-200 Asphalt	386.298	"	30.58	33.00	11,810.38	12,747.83
Furnish & Place RC-3 in Seal	219.064	"	28.24	33.50	6,185.04	7,338.64
					$40,358.94	$45,421.47

Gross Revenue	$45,421.47
Total Cost	40,358.94
Net Profit	$5,062.53

Net Profit Equals 11.1% of Gross Revenue

Burns-Lawen

Detail of Cost
J. C. Compton, Sub-contractor

Labor:			
Labor		$7,334.68	
Supervision		1,263.44	
State Industrial Accident Insurance		328.88	
Social Security & Unemployment Insurance		343.92	
			$9,270.92
Materials:			
RC-3 Asphalt	548.564 Tons at $8.20	$4,498.22	
151-200 Asphalt	386.298 " " 8.60	3,322.16	
Freight on Asphalt		14,538.63	
			22,359.01
Equipment Rental and Miscellaneous:			
Equipment Rental		$4,988.45	
Gas, Oil & Grease		1,962.81	
Brushes		94.86	
Expense Accounts		142.57	
Small Tools & Misc.		149.53	
Bond		340.66	
PL & PD Insurance		121.73	
Home Office & General Overhead		928.40	
			8,729.01
Total Cost			$40,358.94

Burns-Lawen
Breakdown of Oiling Costs
J. C. Compton, Sub-contractor

	Cost	Amount	Unit Cost
Mineral Aggregates:			
Move In and Out	$523.10	8,396 Cu. Yd.	$0.06
Flagmen	371.91	" " "	0.04
Place	10,151.97	" " "	1.21
Total Cost			$1.31
RC-3 Asphalt in Binder and Seal:			
Move In and Out	$143.47	548.564 Ton	$0.26
Flagmen	218.41	" "	0.40
Heat	925.63	" "	1.69
Haul - Av. 9 Miles	772.77	" "	1.41
Asphalt	4,498.22	" "	8.20
Freight on Asphalt	8,091.32	" "	14.75
Place	838.30	" "	1.53
Total Cost			$28.24
151-200 Asphalt:			
Move In and Out	$101.03	386.298 Ton	$0.26
Flagmen	153.51	" "	0.40
Heat	651.83	" "	1.69
Haul - Av. 9 Miles	544.19	" "	1.41
Asphalt	3,322.16	" "	8.60
Freight on Asphalt	6,447.31	" "	16.69
Place	590.35	" "	1.53
Total Cost			$30.58
Preparation of Base:			
Move In and Out	$98.50	18.0 Mile	$5.47
Preparation	734.77	" "	40.82
Total Cost			$46.29
Water:			
Move In and Out	$29.92	355 M-Gal.	$0.08
Pump and Haul	1,150.27	" "	3.24
Total Cost			$3.32

Remarks:

This project was a "Federal Aid Secondary Project" which was bid by the contractors April 14th, 1946. The project was awarded April 25th; work was started May 17th, on grading operations and July 25th, on crushing. The grading and surfacing operations were completed October 25th, and crushing December 3rd. J. C. Compton, sub-contractor for the oiling, started May 13th, 1947 on preparation of base, started oiling operations May 16th, and completed May 31st.

The project called for the regrading of 18 miles of roadbed, the placing of 15.5 miles of pit-run gravel topping, the construction of 2.5 miles of crushed rock base, the construction of 18 miles of 0-9 oil mat wearing surface and the furnishing of 5,400 cubic yards of crushed rock in stockpile.

Equipment used by the contractor consisted of five D-8 tractors with dozers, two 18 cubic yard carryalls, one 1½ cubic yard rented dragline shovel, one 10-B shovel, one 3/4 cubic yard rented shovel, one 10-ton roller, three #12 blades one of which was company-owned, one rented and one was on a purchase rental basis, three 15 cubic yard tournapulls, one 1,200-gallon sprinkler truck, two 4 cubic yard pit trucks, one 3-crusher portable crushing plant, two pickup trucks, one grease truck, one 210 compressor, one jackhammer and miscellaneous shop equipment. All trucks except the two pit trucks were hired on a yard mile basis.

Equipment used by the sub-contractor for oiling operations consisted of one ½ cubic yard shovel, eight 4 cubic yard trucks, two 10-ton rollers, one 1,500-gallon distributor, two #11 and one #12 blades, two 1,500-gallon transports, one Cleaver-Brooks boiler, one retort mounted on truck, three pick-up trucks, one pilot car, one service truck and two 20-ton trailers.

All work on the main portion of the contract was carried on by two contractors, the Jacobsen Construction Co. and J. R. Taggert, who bid the project as a joint venture. Mr. Jacobsen handled all excavation and street work phases of the work and Mr. Taggert the crushing of the base rock and mineral aggregates.

The rebuilding and widening of the roadbed consisted of 94,000 cubic yards of excavation and 34,000 cubic yards of embankment in place plus the regular items of clearing and grubbing, pipe excavation, furnishing and installation of pipe and one small box culvert. Clearing and grubbing consisted of a small amount of sagebrush and was handled very cheaply with a tractor and dozer and one blade. Costs were low and a large profit was realized. General excavation consisted of very good material and was well suited to the contractor's equipment. Good progress was made and an excellent profit was made. Borrow embankment in place consisted of the strippings from a gravel pit and was used for the widening of the existing roadbed. The only economical ways to handle the material were to haul with tournapulls, place the materials on the existing roadbed and push into place with dozers or handle with dragline and trucks, dumping the material over the edge of the roadbed. Both methods were rather slow; the average haul was 1.6 miles and the bid price of $0.50 per cubic yard in place too low to enable the contractor to realize a profit.

All pipe was installed by a three-man crew with the assistance of a tractor and dozer as required. Good progress and pipe items with the exception of a small amount of 36-inch showed a profit. Note: The apparent low bid on the 24-inch pipe was due to a misquotation by the pipe company to the contractor. All 24-inch pipe was purchased for the project at $1.59 per lineal foot instead of the normal price of $2.59.

The box culvert was placed with an inexperienced crew, materials were all high and the contractor did well to hold the costs to approximately the same level as the bid prices.

Selected roadbed topping was obtained from the same pit as the embankment materials. All topping was loaded with a 1½ cubic yard shovel into tournapulls for the short haul and hired trucks for the long haul. Good production enabled this operation to show a fair profit.

The crusher setup for the 2½ miles of base rock and the oiling aggregates was made at a state-owned quarry located 2.5 miles southerly from M.P. 20.7. This quarry was undeveloped and although the contractor bid a very good price it was impossible to anticipate the nature of the rock encountered after shooting and to provide for the additional quarry work and wasting of unsuitable materials and oversize boulders etc.

The 10-B shovel used at the beginning of the work was totally insufficient to handle the material and a 3/4 cubic yard shovel was hired for most of the quarry work. This shovel while still too small was able to feed the crusher in fair shape. The 24" x 36" jaw primary used as a main breaker was as large as it is customary to use at the portable plants operating throughout the state but was unable to handle a good portion of the material encountered. Soft streaks and stratas of unsuitable rock caused an undue amount of waste material.

The contractor did everything possible to handle the material and on a few days when he was able to provide an adequate amount of suitable rock he was able to produce better than 50 cubic yards of crushed rock per hour but the average for the job was very low and a considerable loss was shown for all rock items. Rock was hauled from the crusher to the road and stockpiles by trucks hired on a yard mile basis and haul items made a good profit and offset the loss shown by the crushing to some degree.

All oiling operations were sub-contracted to J. C. Compton who moved in and made very good progress on all items. Actual oiling operations were finished in two weeks with preparation of base and brooming of the finished surface taking an additional week for the blades and rollers.

This project had excellent supervision throughout, good equipment and fair labor. Low bid prices on the embankment and the extremely poor quarry accounted for the loss on some items and allowed the contractor only a small profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
OCT 17 1947
FOR FILING

S-15 (2)

October 16, 1947

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency, Agent
Failing Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to K.F. Jacobsen Co.Inc., on contract No. 2804, covering Burns-Lawen Section of the Burns-Crane Highway, in Harney County. This payment, in the amount of $6,941.72, will be made on or after October 27, 1947. The retained percentage is $1,500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
10-16-47 gl

RECEIVED
JUL 24 1947
FOR FILING

S-15(2)

July 23, 1947

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency, Agent
Failing Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E.F. Jacobsen Co.,Inc. and J.R. Taggart, on contract No. 2804, covering Burns-Lawen Section of the Burns-Crane Highway in Harney County. This payment, in the amount of $64,741.53, will be made on or after August 2, 1947. The retained percentage is $8,441.72.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

7-23-47, gl

Form E-1—[illegible]—4-47

S-15(2)

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 12, 1947

Section Burns - Lawen

Kind of work Regrading & Oil Mat Surfacing

Highway Burns - Crane

Section prefix 13 - 10.1 F[illegible] S - 15 (2)

Contractor K.F.Jacobsen Co. Inc., & J.R.Taggart

Contract number 2804

Date of contract April 25, 1946

Date of completion August 31, 1947

Date work started May 14, 1946

Estimated date of completion June 5, 1947

Amount of contract $293,049.50

Per cent of time elapsed 89.9 %

Estimated cost of completed project, exclusive of engineering $281,590.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 16,800, 5.8 %

Date project was completed June 5, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi - final Estimate Completed.

Data sent to the Division Engineer on July 10, 1947

Final Report

NOTED

JUL 14 1947

NOTED
H. W. LIBBY

Signed John T. Burch

Address Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	18	18	18	18	
Miles partially completed	18	18	18	18	
Miles completed	18	18	18	18	
Total estimated quantities	133,000	90,100	5400	9200 Agg. 960 Asphalt	
Estimated quantities moved or placed to date	1[illegible]8,000	81,000	5500	8500 Agg. 935 Asphalt 355	
Average daily quantities	690	440	69	39	
Average daily quantities necessary to complete project on time	Completed	Completed	Completed	Completed	
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Cloudy		
Friday	Cloudy		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED
APR 2 1947
FOR FILING

S-15 (2)

September 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Burns-Lawen Section, Project No. S-15 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-15 (2)

BURNS-LAWEN SECTION OF THE

BURNS-CRANE HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, September 14, 1946

INSIDE CITY OF BURNS

40' Roadway (Sta. 0+40 to 8+80)

All Required		Clearing and Grubbing (1%)		$ 45.00
20	cu. yds.	Structural Excavation, Unclassified	$ 1.50	30.00
10	cu. yds.	Trench Excavation, Unclassified	1.50	15.00
80	cu. yds.	Embankment in Place, Sta. 0+40 to 319	0.50	40.00
0.16	mile	Finishing Roadbed and Slopes	400.00	64.00
100	lin. ft.	12" Corr. Metal Pipe	1.50	150.00
90	lin. ft.	18" Corr. Metal Pipe	2.25	202.50
800	cu. yd.	Selected Roadbed Topping	0.40	320.00
2,100	yd. mi.	Hauling Roadbed Topping	0.12	252.00
20	M-gals.	Sprinkling	3.00	60.00
0.16	mile	Preparation of Base	75.00	12.00
20	cu. yds.	3/4" - 0" Rock in Binder Course	4.30	86.00
130	cu. yds.	Furnishing and Placing Aggregates	4.30	559.00
2	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	80.00
10	tons	Furnishing and Placing 151-200 Asphalt	40.00	400.00
4	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	40.00	160.00
			Subtotal	$ 2,475.50
			10% Engr. & Cont.	247.55
			Total	$ 2,723.05

Length of Roadway	0.159 mile
Cost per mile	$17,126.10

20' Roadway (Sta. 8+80 to 36+96.3)

All Required		Clearing and Grubbing (3%)		$ 135.00
100	cu. yds.	Structural Excavation, Unclassified	$ 1.50	150.00
20	cu. yds.	Trench Excavation, Unclassified	1.50	30.00
4,600	cu. yds.	Embankment in Place, Stas. 0+40 to 319	0.50	2,300.00
0.53	mile	Finishing Roadbed and Slopes	400.00	212.00
100	lin. ft.	12" Corr. Metal Pipe	1.50	150.00
220	lin. ft.	18" Corr. Metal Pipe	2.25	495.00
80	lin. ft.	24" Corr. Metal Pipe	2.50	200.00
32	cu. yds.	Class "A" Concrete	40.00	1,280.00
4,800	lbs.	Metal Reinforcement	0.08	384.00
2,700	cu. yds.	Selected Roadbed Topping	0.40	1,080.00
5,900	yd. mi.	Hauling Roadbed Topping	0.12	708.00
50	M-gals.	Sprinkling	3.00	150.00
0.53	mile	Preparation of Base	75.00	39.75
60	cu. yds.	3/4" - 0" Rock in Binder Course	4.30	258.00
210	cu. yds.	Furnishing and Placing Aggregates	4.30	903.00
8	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	320.00
10	tons	Furnishing and Placing 151-200 Asphalt	40.00	400.00
6	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	40.00	240.00
			Subtotal	$ 9,434.75
			10% Engr. & Cont.	943.47
			Total	$10,378.22

Length of Roadway	.522 mile
Length of 1 Bridge	.006 mile
Total Length	.528 mile
Cost per mile	$19,655.71

Note: Oiling is to be constructed across bridge.

OUTSIDE CITY

20' Roadway (Sta. 36+96.3 to 951+00)

All Required		Clearing and Grubbing (96%)		$ 4,320.00
720	cu. yds.	Structural Excavation, Unclassified	$ 1.50	1,080.00
800	cu. yds.	Trench Excavation, Unclassified	1.50	1,200.00
101,000	cu. yds.	General Excavation, Stas. 319 to 951, Unclassified	0.25	25,250.00
27,320	cu. yds.	Embankment in Place, Stas. 0+40 to 319	0.50	13,660.00

86,000	yd. sta.	Short Overhaul	$ 0.01	$ 860.00
330	C-yd. sta.	Long Overhaul	0.50	165.00
17.31	miles	Finishing Roadbed and Slopes	400.00	6,924.00
2,380	lin. ft.	18" Corr. Metal Pipe	2.25	5,355.00
290	lin. ft.	24" Corr. Metal Pipe	2.50	725.00
50	lin. ft.	36" Corr. Metal Pipe	6.00	300.00
1,150	lin. ft.	Salvaging Culvert Pipe	1.00	1,150.00
54	cu. yds.	Class "A" Concrete	40.00	2,160.00
7,600	lbs.	Metal Reinforcement	0.08	608.00
76,500	cu. yds.	Selected Roadbed Topping	0.40	30,600.00
470,000	yd. mi.	Hauling Roadbed Topping	0.12	56,400.00
7,500	cu. yds.	1½" - 0" Rock in Base	2.00	15,000.00
2,600	cu. yds.	3/4" - 0" Rock in Base	2.00	5,200.00
68,000	yd. mi.	Hauling Rock Base	0.12	8,160.00
1,730	M-gals.	Sprinkling	3.00	5,190.00
17.31	miles	Preparation of Base	75.00	1,298.25
1,920	cu. yds.	3/4" - 0" Material in Binder Course	4.30	8,256.00
6,860	cu. yds.	Furnishing and Placing Aggregates	4.30	29,498.00
330	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	13,200.00
380	tons	Furnishing and Placing 151-200 Asphalt	40.00	15,200.00
210	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	40.00	8,400.00
			Subtotal	$260,159.25
			10% Engr. & Cont.	26,015.92
			Total	$286,175.17

Length of Roadway	17.241 miles
Length of 9 Bridges	.070 mile
Total Length	17.311 miles
Cost per mile	$16,531.40

Note: Oiling is to be constructed across bridges.

SUMMARY OF FUNDS

Item	Total Cost	Federal Secondary Funds	State Funds
Inside City (Sta. 0+40 to 8+80)	$ 2,723.05	$ 1,580.00	$ 1,143.05
Inside City (Sta. 8+80 to 36+96.3)	10,378.22	6,020.00	4,358.22
Outside City	286,175.17	166,000.00	120,175.17
	$299,276.44	$173,600.00	$125,676.44

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

BURNS-LAWEN SECTION

PROJECT NO. S-15(2)

While negotiations are in progress, thirty parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within twenty-one days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

February 2, 1946

Oregon State Highway Department

Federal Aid Secondary
Project No. S-15 (2)

BURNS-LAWEN SECTION OF THE
BURNS-CRANE HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 2, 1946

All Required	Lands, Rights of Way, Etc.		$ 5,000.00

INSIDE CITY OF BURNS

40' Roadway (Sta. 0+40 to 8+80)

All Required		Clearing and Grubbing (C1%)		$ 25.00
20	cu. yds.	Structural Excavation, Unclassified	$ 2.00	40.00
10	cu. yds.	Trench Excavation, Unclassified	2.00	20.00
80	cu. yds.	Embankment in Place, Stas. 0+40 to 319	0.60	48.00
0.16	mile	Finishing Roadbed and Slopes	350.00	56.00
100	lin. ft.	12" Corr. Metal Pipe	2.00	200.00
90	lin. ft.	18" Corr. Metal Pipe	3.00	270.00
800	yd. mi.	Selected Roadbed Topping	0.50	400.00
2,100	yd. mi.	Hauling Roadbed Topping	0.12	252.00
20	M-gals.	Sprinkling	2.00	40.00
0.16	mile	Preparation of Base	200.00	32.00
20	cu. yds.	3/4" - 0" Rock in Binder Course	3.50	70.00
130	cu. yds.	Furnishing and Placing Aggregates	3.50	455.00
2	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	70.00
10	tons	Furnishing and Placing 151-200 Asphalt	35.00	350.00
4	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	35.00	140.00
		Subtotal		$ 2,468.00
		10% Engr. & Cont.		246.80
		Total		$ 2,714.80

Length of Roadway	0.159 mile
Cost per mile	$ 17,074.21

20' Roadway (Sta. 8+80 to 36+96.3)

All Required		Clearing and Grubbing (03%)		$ 75.00
100	cu. yds.	Structural Excavation, Unclassified	$ 2.00	200.00
20	cu. yds.	Trench Excavation, Unclassified	2.00	40.00
4,600	cu. yds.	Embankment in Place, Stas. 0+40 to 319	0.60	2,760.00
0.53	mile	Finishing Roadbed and Slopes	350.00	185.50
100	lin. ft.	12" Corr. Metal Pipe	2.00	200.00
220	lin. ft.	18" Corr. Metal Pipe	3.00	660.00
80	lin. ft.	24" Corr. Metal Pipe	4.50	360.00
32	cu. yds.	Class "A" Concrete	45.00	1,440.00
4,800	lbs.	Metal Reinforcement	0.07	336.00
2,700	cu. yds.	Selected Roadbed Topping	0.50	1,350.00
5,900	yd. mi.	Hauling Roadbed Topping	0.12	708.00
50	M-gals.	Sprinkling	2.00	100.00
0.53	mile	Preparation of Base	200.00	106.00
60	cu. yds.	3/4" - 0" Rock in Binder Course	3.50	210.00
210	cu. yds.	Furnishing and Placing Aggregates	3.50	735.00
8	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	280.00
10	tons	Furnishing and Placing 151-200 Asphalt	35.00	350.00
6	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	35.00	210.00
			Subtotal	$10,305.50
			10% Engr. & Cont.	1,030.55
			Total	$11,336.05

Length of Roadway	.522 mile
Length of 1 Bridge	.006 mile
Total Length	.528 mile
Cost per mile	$21,469.79

Note: Oiling is to be constructed across bridge.

OUTSIDE CITY

20' Roadway (Sta. 36+96.3 to 951+00)

All Required		Clearing and Grubbing (96%)		$ 2,400.00
720	cu. yds.	Structural Excavation, Unclassified	$ 2.00	1,440.00
800	cu. yds.	Trench Excavation, Unclassified	2.00	1,600.00
101,000	cu. yds.	General Excavation, Stas. 319 to 951, Unclassified	0.30	30,300.00
27,320	cu. yds.	Embankment in Place, Stas. 0+40 to 319	0.60	16,392.00

86,000	yd. sta.	Short Overhaul	$ 0.015	$ 1,290.00
330	C-yd. sta.	Long Overhaul	0.50	165.00
17.31	miles	Finishing Roadbed and Slopes	350.00	6,058.50
2,380	lin. ft.	18" Corr. Metal Pipe	3.00	7,140.00
290	lin. ft.	24" Corr. Metal Pipe	4.50	1,305.00
50	lin. ft.	36" Corr. Metal Pipe	6.00	300.00
1,150	lin. ft.	Salvaging Culvert Pipe	1.00	1,150.00
54	cu. yds.	Class "A" Concrete	45.00	2,430.00
7,600	lbs.	Metal Reinforcement	0.07	532.00
76,500	cu. yds.	Selected Roadbed Topping	0.50	38,250.00
470,000	yd. miles	Hauling Roadbed Topping	0.12	56,400.00
7,500	cu. yds.	1½" - 0" Rock in Base	1.75	13,125.00
2,600	cu. yds.	3/4" - 0" Rock in Base	1.75	4,550.00
68,000	yd. mi.	Hauling Rock Base	0.12	8,160.00
1,730	M-gals.	Sprinkling	2.00	3,460.00
17.31	miles	Preparation of Base	200.00	3,462.00
1,920	cu. yds.	3/4" - 0" Material in Binder Course	3.50	6,720.00
6,860	cu. yds.	Furnishing and Placing Aggregates	3.50	24,010.00
330	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	11,550.00
380	tons	Furnishing and Placing 151-200 Asphalt	35.00	13,300.00
210	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	35.00	7,350.00
			Subtotal	$262,839.50
			10% Engr. & Cont.	26,283.95
			Total	$289,123.45

Length of Roadway	17.241 miles
Length of 9 Bridges	.070 mile
Total Length	17.311 miles
Cost per mile	$16,701.71

Note: Oiling is to be constructed across bridges.

SUMMARY OF FUNDS

Item	Total Cost	Federal Secondary Funds	State Funds
Lands, Rights of Way, Etc.	$ 5,000.00	$ 2,400.00	$ 2,600.00
Construction			
Inside City (Sta. 0+40 to 8+80)	2,714.80	1,558.00	1,156.80
Inside City (Sta. 8+80 to 36+96.3)	11,336.05	6,506.00	4,830.05
Outside City	289,123.45	165,936.00	123,187.45
	$308,174.30	$176,400.00	$131,774.30

NTANA
REGON
. WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

Division 8

RECEIVED
MAR 19 1946
OREGON
STATE HIGHWAY COMMISSION

March 15, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-15(2), Burns - Lawen Section of the Burns - Crane Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please forward copies of a resolution covering encroachments, etc., by the Burns City Council.

Concurrence in award will be withheld until all right-of-way or right-of-entry thereto has been obtained and your written agreement to install reflectorized advance warning signs and reflectorized cross-buck signs at the grade crossing at approximately Station 10+80 prior to completion of the project.

arrangement in progress.

Very truly yours,

F. M. Davis
F. M. DAVIS
District Engineer.

xxxxxxxxxxxxx
Division 8

March 15, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-15(2), Burns - Lawen Section of the Burns - Crane Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please forward copies of a resolution covering encroachments, etc., by the Burns City Council.

Concurrence in award will be withheld until all right-of-way or right-of-entry thereto has been obtained and your written agreement to install reflectorized advance warning signs and reflectorized cross-buck signs at the grade crossing at approximately Station 10+80 prior to completion of the project.

Very truly yours,

T. M. DAVIS
District Engineer.

March 9, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, six bid proposals for the Burns-Lawen Section, Project No. S-15 (2) to replace those which were submitted previously.

These proposals contain revised specifications on pages number 9 and 10, under the subheads "Development of Source," "Time for Placing Topping Material" and "Measurement and Payment." Also, page number 1 has been revised concerning the time of receiving bids.

Very truly yours,

R. H. Baldock
State Highway Engineer

JMM:GS

SUMMARY OF FEDERAL AID WORK

BURNS-LAWEN SECTION

PROJECT NO. S-15(2)

Former		Present			Length	
Section	Type	Type	Width	Sta. to Sta.	Former	Present
-	-	-	40	0+40 to 8+80	-	.159
-	-	-	20	8+80 to 36+96.3	-	.528
-	-	-	20	36+96.3 to 91+41.5 = (75+00 orig. proj.)	-	1.031
PR 15	333	472	20	91+41.5 to 951+00 = (936+55 orig. proj.)	*16.308	16.280

* Includes 4 non-participating bridges, length .029 mile

February 2, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate, two copies of Federal-aid work summary and four copies of right of way statement to accompany plans and specifications for the Burns-Lawen Section, Project No. S-15 (2).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Measurement of the pay quantity for the item "Embankment in Place, Sta. 0+40 to 319" is based on measurement of the completed embankment, This procedure being desirable for the reason that accurate measurement of the materials in the original place would be difficult and impracticable,. the materials being secured from overburden at the gravel pit.

Test reports for the proposed gravel pit and rock quarry are being sent under separate cover.

No landscaping is contemplated on this project for the reason the volume of traffic does not justify the expense of beautification and climatic conditions are such that damage to slopes from erosion is not anticipated.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JWN:GS

Encl.

Jm

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NOV 27 1946
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~~MONTANA~~
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

S-15(2)

November 21, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement and certificate for Oregon Federal Aid Secondary Project No. S-15(2), Burns-Lawen Section of the Burns Crane Highway in Harney County.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
NOV 23 1946
OREGON
STATE HIGHWAY COMMISSION

Jcon

Form P. R. 2

State Oregon WA8pr 7128

Federal Aid Secondary Project No. [illegible]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1946

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of March, 1946, a revised project statement, which was approved on the 19th day of March, 1946, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [illegible] Section [illegible] of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 19th day of March 1946; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of One hundred seventy-three thousand six hundred and 00/100 dollars ($173,600.00) as the share of the United States payable under said act on account of [illegible] Section [illegible] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap 11, laws 1920; Chap 329, laws 1939

(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+40 near the east line of the intersection of Broadway and Monroe Streets in Burns and survey station 951+00 on the north boundary of Section 4, T.25-S, R.32 1/2-E, W. M., without exception,

, length 17.998 miles, in Harney County,

being ~~Section~~ an Oregon Federal Aid Secondary project No. S-15(2), consisting of 17.998 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives.

16—11370-1

(b) Wherever in the printed language of this agreement the terms "Federal Works Administrator" and "Administrator" appear, they shall be construed to have the same meaning and effect as the terms "Commissioner of Public Roads, Public Roads Administration, Federal Works Agency" and "Commissioner", respectively, to conform to the provisions of the Federal-Aid Highway Act of 1944 and the regulations issued pursuant thereto.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] [redacted] said project shall not in any event exceed the sum of One hundred seventy-three thousand six hundred and 00/100 dollars ($ 173,600.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Two hundred ninety-nine thousand Two hundred seventy-six and 44/100 dollars ($ 299,276.44), the approved total estimated cost of [redacted] [redacted] said project.

PAYMENTS

ARTICLE V. (As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the 20th day of November, 1946

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Secretary
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

~~[illegible]~~
COMMISSIONER OF PUBLIC ROADS

By
~~[illegible]~~
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—11370

Form PR. 8—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To .

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. S-15(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $299,276.44 as the total estimated cost of said project, and the sum of $ 173,600.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of ~~Washington~~ Portland, Oregon, this 20th day of November one thousand nine hundred and forty-six

COMMISSIONER OF PUBLIC ROADS

By

Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

RECEIVED
OCT 26 1946
FOR FILING

S-15(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
DIVISION EIGHT

POST OFFICE BUILDING
PORTLAND 8, OREGON

October 25, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S 15(2)
Burns-Lawen Sec.
Burns Crane Hwy.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications and plans.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
OCT 26 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 26 1946
FOR FILING

S-15 (2)

August 14, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1-Revised, covering the removal of overburden from gravel pit at Mile Point 2.34 on the Burns-Lawen Section of the Burns-Crane Highway in Harney County, Contract No. 2804, in connection with Federal Aid Project No. S-15 (2).

This stripping is provided for in paragraph 2, Development of Source, page 9 of the special provisions of this contract. It is necessary to increase the quantities as called for in the original order, which was approved on July 11, 1946.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS

Encl.

RECEIVED
JUL 30 1946
FOR FILING

S-15-2

July 26, 1946

Mr. T. H. Davis, District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Subject: Burns-Lawen Section
Burns-Crane Highway
S-15 (2)

Reference is made to your letter of July 5 concerning the necessity of raising and widening five structures on the above section.

There are 16 structures on this section, of which 11 are satisfactory for use in their present condition. Four structures, however, are too low to fit the present grade line, and we propose to raise them. Another structure at station 190+75 is at the beginning of a curve, and for reasons of traffic safety we propose to widen the roadway. This curve is in between two long tangents, and we anticipate reasonably high rates of speed on the part of traffic using this road. For your information, the following list shows the stations, roadway widths, and work required:

1. Station 36+70. Grade elevation correct. No change required. Width 23 feet or more.

2. Station 40+20. In error on Federal Aid sheets. This bridge raised to proper grade line after the survey was made and before the contract was let. Grade elevation now correct. Width 23 feet or more.

3. Station 45+50. Grade elevation correct. No change required. Width 23 feet or more.

4. Station 53+50. Grade elevation correct. No change required. Width 23 feet or more.

5. Station 60+75. Grade elevation correct. No change required. Width 23 feet or more.

6. Station 68+10. Grade elevation correct. No change required. Width 23 feet or more.

7. Station 74+65. Grade elevation correct. No change required. Width 23 feet or more.

8. Station 80+50. Grade elevation correct. No change required. Width 23 feet or more.

9. Station 100+30. Grade elevation correct. No change required. Width 23 feet or more.

10. Station 130+15. Grade line too low. See State Force Order.

11. Station 145+80. (Stationing incorrect on State Force Order. Should be 144+80) Grade line too low. See State Force Order.

12. Station 153+50. Grade line low. See State Force Order.

13. Station 164+50. Grade elevation correct. No change required. Width 23 feet or more.

14. Station 173+00. Grade elevation correct. No change required. Width 23 feet or more.

15. Station 190+75. Located at the beginning of a curve. Should be widened for traffic safety reasons. See State Force Order.

16. Station 202+78. Grade line low. Width 23 feet or more. See State Force Order.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP GE
cc G. S. Paxson

MONTANA
[redacted]
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

July 5, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Order for State Force Work dated June 24, 1946, Prefix 13-1021, Account No. 260, covering the anticipated work of raising and widening five structures on Oregon S-15(2), Burns - Lawen Section of the Burns - Crane Highway.

Four of these structures are less than 20' span and all have present widths of 23 feet plus. One bridge at Station 145 consists of two 15 foot spans and our information indicates this was reconstructed by the State in 1935.

Since there are some nine other structures on this contract on which no work is contemplated, we would appreciate advice as to the necessity of the proposed reconstruction of the five structures mentioned above, before taking action on this Force Order.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer.

RECEIVED
JUL 6 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL - 6 1946

Paxson

RECEIVED
FOR FILING

S-15 2

July 1, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering additional stripping of the gravel pit at Mile Point 2.34 on the Burns-Lawen Section of the Burns-Crane Highway in Harney County, Contract No. 2804, in connection with Federal Aid Project No. S-15 (2).

This extra stripping is required to provide the required quantities of selected roadbed topping, and is provided for as "extra work" in the Special Provisions, page 9.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS

Encl.

RECEIVED
JUL 2 1946
FOR FILING

S-15-2

June 28, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are copies of Order for State Force Work, covering the raising to grade and widening of five bridges, replacing handrails and extending rock abutments, on the Burns-Lawen Section of the Burns-Crane Highway in Harney County, Contract No. 2804, in connection with Federal Aid Project No. S-15 (2).

The work of reconstructing these bridges is an anticipated item on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS

Encl.

RECEIVED
MAY 20 1946
FOR FILING

S-15 (2)

May 15, 1946

K.F.Jacobsen Co.,Inc., and
J.R.Taggart
0445 S. W. Porter Street
Portland 1, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2804 which was awarded to you on April 25, 1946 by the State Highway Commission, covering regrading and oil mat surfacing on the Burns-Lawen Section of the Burns-Crane Highway in Harney County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent by Express 5-14-46

RECEIVED
A[illegible] 26 1946
FOR FILING

S-15(2)

April 26, 1946

E. F. Jacobsen Co., Inc. and
J. R. Taggart
0445 S. W. Porter Street
Portland 1, Oregon

Gentlemen:

We are sending you today, by express, four copies of Contract No. 2804. which was awarded to you by the State Highway Commission on April 25, 1946, covering regrading and oil mat surfacing the Burns-Lawen Section of the Burns-Crane Highway, in Harney County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ee

Sent by Express
4-26-46

RECEIVED
FOR FILING

S-15(2)

Salem, Oregon
April 26, 1946

Mr. H. G. Smith
Construction Engineer
Office

Cross Referenced To
Const
R/W
Gravel Pits

Dear Sir:

Please note the attached copy of a letter from J. M. Devers of April 25 advising that he had now reached an agreement with T. Allen Jones, with reference to the purchase of 18 acres of land from which to procure roadbuilding materials.

Will you please have a description prepared of this property so that we can forward it to Mr. Devers.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:EM
Enc.

FORM E-30 25M 7-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1946

SUBJECT: R 12403

To:

Mr. C. B. McCullough,

Office.

Dear Sir:

I was authorized to acquire from Mr. T. Allen Jones 10.86 acres of land from which to procure roadbuilding materials in connection with the construction of the Burns-Lawen Section of the Burns-Crane Highway.

Mr. Jones was unwilling to sell any part of the property because of the effect it would have on his larger holdings. However, I have now reached an agreement with him whereby the State will purchase, instead of 10.86 acres, 18 acres, which will join our holdings with a five-acre tract that Mr. Jones had previously sold for a packing plant.

Will you please have someone at a very early date provide me with the necessary description. Mr. McConnell discussed the area with Mr. Burch, our local man. I would suggest that whoever writes the descripton contact Mr. Burch and Mr. Jones.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:PW

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FOR FILING

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4-l

#2804

April 25, 1946

E. F. Jacobsen Co., Inc. and
Jack R. Taggart
0445 S. W. Porter Street
Portland 1, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for re-grading, surfacing, and oiling, and furnishing crushed rock in stockpile on the Burns-Lawen Section of the Burns-Crane Highway, in Harney County. This award was based on your low bid of $293,049.90 submitted on April 4, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc
Enc.

cc - Mr. S. H. Probert
Mr. R. G. Smith
Goldie Lewis

see original

File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1207

A. N. WILLIAMS
PRESIDENT

CHECK	
$	ACCOUNTING INFORMATION
S	
F	TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

11:00 a.m.
April 25 19 46

To E.F. Jacobsen Co., Inc. and Jack R. Taggart

Care of or Apt. No.

Street and No. 0445 S. W. Porter Street

Place Portland 1, Oregon

State Highway Commission awarded you today contract for Burns-Lawen Section of the Burns-Crane Highway, in Harney County, based on your low bid submitted April 4, 1946. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Charge

Sender's name and address
(For reference only)

Sender's telephone number

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
APR 26 1946
FOR FILING

S 15-2

April 25, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In reply to your telegram of April 24th advising that all right-of-way or rights-of-entry had been acquired on Oregon S-15(2), Burns - Lawen Section, we hereby concur in award of contract as of April 25th to K. F. Jacobsen Co. Inc. and J. R. Taggart, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
APR 2[illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	X

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1207

A. N. WILLIAMS
PRESIDENT

$	CHECK
S	ACCOUNTING INFORMATION
F	TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON. APRIL 24, 1946

To T. M. DAVIS, DISTRICT ENGINEER

Care of or Apt. No. PUBLIC ROADS ADMINISTRATION

Street and No. POST OFFICE BUILDING

Place PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD THURSDAY BURNS-LAWEN PROJECT TO K. F. JACOBSEN CO. INC. & J. R. TAGGART OF PORTLAND. ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED

R. H. BALDOCK, STATE HIGHWAY ENGINEER

WU:NIGHT LETTER

4:30 PM

Sender's name and address
(For reference only)

Sender's telephone number

RECEIVED
MAR 28 1946
FOR FILING

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1207

A. N. WILLIAMS
PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

March 27, 1946

To S. J. Krisinger

Care of or Apt. No. Manager Asphalt Sales

Street and No. Sinclair Refining Co.

Place Denver, Colorado

Asphalt for Burns-Lawen project S-15 (2) is 340 tons RC-3, 400 tons 151-200 and 220 tons RC-3 or emulsion. Rail ship to Burns via Ontario.

Collect

R. H. Baldock, State Highway Engineer
Sender's name and address
(For reference only)

Sender's telephone number

CONFIRMS WIRE
DO NOT DUPLICATE

SINCLAIR REFINING CO.,
3400 FOX STREET,
DENVER, COLO.

CK: CONF: FILE:

JWL/

CAN YOU MAKE IT SHORTER & LESS EXPENSIVE?

SINCLAIR
REFINING CO.

S-15. (2)=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

FORM E-120X 10M 2-45

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

S 15-2

RECEIVED
APR 1 [illegible] 1946
FOR FILING

March 25, 1946

Cross Referenced To
Maint
Traffic Safety
Railroad

Division Superintendent
Union Pacific Railroad Company
Boise, Idaho

Dear Sir:

Under authority of Order No. 7058, issued by the Public Utilities Commissioner of the State of Oregon on December 27, 1939, we propose to install reflectorized cross-buck signs at the grade crossing of your tracks with our Burns-Crane Highway in the City of Burns, the installation to be made sometime during the summer of 1947.

May we have your consent to our making this installation, with the understanding that maintenance of the signs after installation will be a responsibility of your company as provided in the P. U. C. order mentioned?

Very truly yours,

C. B. McCULLOUGH
Assistant State Highway Engineer

SHP:GED

CEIVED
MAR 29 1946
FOR FILING

S 15-2

March 26, 1946

Mr. E. A. Collier
Maintenance Engineer
OFFICE

Dear Sir:

To conform with requirements of the Public Roads Administration, it will be necessary to install reflectorized advance warning signs and reflectorized cross-buck signs at the grade crossing on the Burns-Crane Highway in the City of Burns.

This installation should be timed for completion about the same time that the Burns-Lawen grading, surfacing and oiling contract is completed, which should be in July or August of next year (1947).

Very truly yours,

C. B. McCULLOUGH
Assistant State Highway Engineer

cc Paul Van Scoy
T. M. Davis

RECEIVED
MAR 28 1946
FOR FILING

S 15-2

March 20, 1946

Mr. T. W. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

This is to assure you, that before construction is completed on the Burns-Lawen Project, S - 15 (2), we will install reflectorized advance warning signs and reflectorized cross-buck signs at the railroad grade crossing at approximately Station 10+80.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

P.U.C. OREGON ORDER NO. 7058

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the matter of the adoption of)
rules governing installation and) F-1931
maintenance of reflectorized fixed)
signals at grade crossings.)

In 1939 the United States Bureau of Public Roads issued a requirement that all crossings at grade, parts of units of the highway system to which Federal aid is contributed, should be protected with reflectorized crossbucks and reflectorized advance warning signs, except at such crossings at grade as were equipped with approved flashing light signals, crossing gates, or other suitable devices.

Oregon State Highway Commission, under date of June 19, 1939, directed the Commissioner's attention to this requirement in road projects involving Federal aid funds. The reflectorized advance warning signs and reflectorized crossbucks, under the requirements of the federal Bureau of Public Roads, will be furnished from Federal funds, and installed by Oregon State Highway Commission, or its agents, on projects constructed from such funds in which a crossing at grade is involved. After installation of such signals, by the Bureau of Public Roads or by Oregon State Highway Commission, the maintenance of the reflectorized fixed signals at the crossing would be borne by the carrier whose crossing they were installed to protect.

Upon receipt of the letter of Oregon State Highway Commission referred to, the Commissioner wrote each of the rail carriers of the State and found, with two exceptions not replying, that they were agreeable to assume the maintenance of the reflectorized fixed signals when installed by the State or Federal agencies.

In the meantime, the Commissioner has conducted tests, beginning in August 1938, to determine the efficiency of reflectorized fixed signals, and has issued a report on the results of such tests to all parties at interest. The tests demonstrably show a better efficiency, under certain conditions, for the reflectorized than for the non-reflectorized signals.

The Commissioner having consulted with, and obtained the consent of a substantial majority of the common carrier railroads of the State, operating substantially all its railroad mileage, is of the opinion and finds:

I.

That in view of the fact that such rail carriers have agreed to assume the cost of maintenance of standard reflectorized signals when established at crossings; and, II.

That good and sufficient reason exists to enter, to adopt and to issue the following Rule.

Therefore;- -

IT IS ORDERED;- -

That from and after January 1, 1940, the following Rule shall govern and be observed:

> "Wherever any crossing at grade shall be built with Federal aid funds provided by the United States Bureau of Public Roads, or from funds provided by Oregon State Highway Commission, such crossing at grade, when not protected by flashing light signals, crossing gates, floodlights, or other suitable device, shall be protected by reflectorized fixed signals and reflectorized advance warning signs, to be provided from such funds; and, that thereafter the maintenance of the fixed signals at the railway crossing shall be assumed and borne by the carrier whose crossing they protect."

Done and dated at Salem, Oregon, this 27th day of December, 1939.

ORMOND R. BEAN

Commissioner of Public Utilities
of Oregon

ATTEST:

RALPH H. MITCHELL

Secretary.

(Official Seal)

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MAR 22 19
FOR FILING

S 15-2

March 20, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

This is to assure you, that before construction is completed on the Burns-Lawen Project, S - 15 (2), we will install reflectorized advance warning signs and reflectorized cross-buck signs at the railroad grade crossing at approximately Station 16+80.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

RECEIVED
[illegible]
FOR FILING

5-15-2

March 9, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, six bid proposals for the Burns-Lawen Section, Project No. S-15 (2) to replace those which were submitted previously.

These proposals contain revised specifications on pages number 9 and 10, under the subheads "Development of Source," "Time for Placing Topping Material" and "Measurement and Payment." Also, page number 1 has been revised concerning the time of receiving bids.

Very truly yours,

R. H. Baldock
State Highway Engineer

JMN:GS

RECEIVED
MAR 7 1946
FOR FILING

S 15-2

February 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box #3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of February 13th concerning the Burns-Lawen Project, S-15 (2), in which letter you question the advisability of measuring in embankment the quantities of borrow excavation to be placed between Station 0+40 and Station 319+00.

Our reasons for considering it necessary to measure these quantities in embankment rather than in original positions are as follows:

1. It is not anticipated that the nature of the material in the pit is sufficiently uniform to permit of complete stripping in advance of the excavation of topping materials. It is expected that pockets of inferior materials will be encountered in places, and it is our plan to have the materials in such pockets removed and used in embankment construction along with the materials stripped from the pit. Under this plan, the contractor will be removing topping materials from the pit at the same time he is removing materials for embankment, which situation will make measurement of any of the materials in original position both difficult and inaccurate.

2. If part of the materials from the pit are to be measured in original position and part of them in trucks, there will be an incentive for the contractor to so handle the excavating and loading that some of the materials will get into both measurements and be paid for twice.

In view of the considerations above stated we feel that it would be a serious mistake to attempt measurement of the borrow materials in original position, and we ask that our original proposal to measure the borrow in place in the embankments be permitted to stand. In that connection, we ask you to consider, if necessary, the fact that we seldom deviate from the standard practice of measuring excavation in original position and the fact that we deviate from it only when we feel that we have sound reason for so doing.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

RECEIVED
FEB 27 1946
FOR FILING

S 15-2

February 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box #3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of February 13th concerning the Burns-Lawen Project, S-15 (2), in which letter you question the advisability of measuring in embankment the quantities of borrow excavation to be placed between Station 0+40 and Station 319+00.

Our reasons for considering it necessary to measure these quantities in embankment rather than in original positions are as follows:

1. It is not anticipated that the nature of the material in the pit is sufficiently uniform to permit of complete stripping in advance of the excavation of topping materials. It is expected that pockets of inferior materials will be encountered in places, and it is our plan to have the materials in such pockets removed and used in embankment construction along with the materials stripped from the pit. Under this plan, the contractor will be removing topping materials from the pit at the same time he is removing materials for embankment, which situation will make measurement of any of the materials in original position both difficult and inaccurate.

2. If part of the materials from the pit are to be measured in original position and part of them in trucks, there will be an incentive for the contractor to so handle the excavating and loading that some of the materials will get into both measurements and be paid for twice.

In view of the considerations above stated we feel that it would be a serious mistake to attempt measurement of the borrow materials in original position, and we ask that our original proposal to measure the borrow in place in the embankments be permitted to stand. In that connection, we ask you to consider, if necessary, the fact that we seldom deviate from the standard practice of measuring excavation in original position and the fact that we deviate from it only when we feel that we have sound reason for so doing.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

NGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

February 13, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Secondary Project S-15(2), Burns - Lawen, submitted with your letter of February 2, 1946, have been reviewed.

With regard to the item "Embankment in place, Sta. 0+40 to 319+00", we are unable to determine why these materials could not be measured in place. Of 32,000 cu. yds. of this material, 22,300 cu. yds. is to be obtained from excavation of the overburden of the gravel pit at Sta. 123, leaving 9,700 cu. yds. to be obtained from smaller pits along the roadside and from structural and truck excavation.

As you know, it is our policy not to approve measurement of material in embankment except under very exceptional cases and this project apparently does not qualify under that category.

This feature of the project is not considered satisfactory for our recommendation for approval, and would suggest that the papers be revised to show payment for the excavation measured in original position.

Very truly yours,

T. M. Davis
District Engineer

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

xxxxxxxxxxx
Division 8

February 13, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Secondary Project S-15(2), Burns - Lawen, submitted with your letter of February 2, 1946, have been reviewed.

With regard to the item "Embankment in place, Sta. 0+40 to 319+00", we are unable to determine why these materials could not be measured in place. Of 32,000 cu. yds. of this material, 22,300 cu. yds. is to be obtained from excavation of the overburden of the gravel pit at Sta. 123, leaving 9,700 cu. yds. to be obtained from smaller pits along the roadside and from structural and truck excavation.

As you know, it is our policy not to approve measurement of material in embankment except under very exceptional cases and this project apparently does not qualify under that category.

This feature of the project is not considered satisfactory for our recommendation for approval, and would suggest that the papers be revised to show payment for the excavation measured in original position.

Very truly yours,

T. M. Davis
District Engineer

RECEIVED
FEB 6 - 1946
FOR FILING

S - 15 - 2

February 2, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate, two copies of Federal-aid work summary and four copies of right of way statement to accompany plans and specifications for the Burns-Lawen Section, Project No. S-15 (2).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Measurement of the pay quantity for the item "Embankment in Place, Sta. 0+40 to 319" is based on measurement of the completed embankment. This procedure being desirable for the reason that accurate measurement of the materials in the original place would be difficult and impracticable, the materials being secured from overburden at the gravel pit.

Test reports for the proposed gravel pit and rock quarry are being sent under separate cover.

No landscaping is contemplated on this project for the reason the volume of traffic does not justify the expense of beautification and climatic conditions are such that damage to slopes from erosion is not anticipated.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JWM:GS

Encl.

1946
Astoria -
2805 Maint. - Ferries - Megler

Smead
No 2-152-5LK
HASTINGS MINN. • LOGAN, OHIO U.S.A.

S-47(4) Reese Cr.-Antelope Cr. Sec., 1946
Crater Lake Hwy.
#2806

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MAR 7 1957
FOR FILING

S-47(4)

2806

COMMISSIONERS
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OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 5, 1957

Mr. Howard F. Todd
Route 1, Box 183-B
Eagle Point, Oregon

Re: Reese Creek-Antelope Creek Section
Crater Lake Highway

Dear Mr. Todd:

This is in response to your letter of February 18, 1957, concerning certain maps and records relative to the Crater Lake Highway which was reconstructed in 1946 and 1947. It will be necessary for you to subpoena these materials; however, we are holding the same in the State Highway Building at Salem, and will comply with the subpoena when we receive the same. We are also having certified copies of all the documents made, since it would handicap us severely to have our original documents and records held as evidence in the court proceedings. We will have the original documents and records available for inspection at the time of trial; however, it is requested that you stipulate with the opposing parties that certified copies of the documents and records may be introduced in evidence rather than the originals.

If there is anything further which we can do to assist you, please let us know.

Very truly yours,

ROBERT L. MAY, JR.
Acting Chief Counsel

RLM:br
cc: G. S. Paxson
Tom Edwards
F. D. Morgan

3/6/57
Edwards to get
certified copies
GSP

RECEIVED
MAR 6 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Salem, Oregon
February 26th, 1957

Mr. Howard F. Todd
Route 1, Box 183-B
Eagle Point, Oregon

Dear Sir:

Reply is made to your letter of February 18th, 1957 concerning the Reese Creek-Murderer's Gulch map and certain supporting records on the Crater Lake Highway which was reconstructed in 1946 and 1947.

In order that these records be available for your use during the proposed trial, it will be necessary for you to suspeona them in the normal fashion.

Very truly yours,

cc to: Tom Edwards

TE:AR

Cooper:

Salient facts are these:

Two landholders near Reese Creek are in disagreement. A claims that B cut certain trees and revised certain drainage to cause erosion to his property. He wishes our map to prove his point in court.

T.E.

Void

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Feb. 21, 1957

SUBJECT: Reese Creek-Antelope Creek Sec.
Crater Lake Highway
Information request by Howard F. Todd

To: L. H. Young
Ass't. Construction Engineer
Salem, Oregon

Please refer to a letter addressed to your office on September 11, 1956 regarding the request of Mr. Howard F. Todd that he be given certain information regarding the original cross-sections on the Crater Lake Highway at about Station 1583 and 1570.

I submit herewith a new letter from Mr. Howard F. Todd dated February 18, 1957 wherein he requests additional information regarding the use of State plans and notes. We have, in the past, given Mr. Todd access to these notes, but have not delivered any of them to him. Mr. Todd now indicates that he will probably wish the use of the original drawings and the notes during a trial which is scheduled for March 12 of this year. He also indicates that he will probably issue subpoenas so that this evidence may be introduced as part of the Court record.

I believe it advisable for the release of this material to Mr. Todd if approved by your office. The information that Mr. Todd requests is in your office.

Please advise as to your intent to release same to him.

FD Morgan

F. D. Morgan
Division Engineer

dls
encl1.

Cooper: Suggest you answer this as I don't know procedure. I have prepared rough draft.

CONSTRUCTION DIVISION
RECEIVED
FEB 25 1957
NOTED-- ☑ CE ☐ ACE ☐ ACE ☐ ☐ COE

[illegible]
Route 3, Box [illegible]
[illegible], Oregon

RECEIVED
FEB 1[illegible] 1957

February 18, 1957

Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Mr. Morgan: Re. Reese Creek-Wanderer's Gulch Run and to North of Crater Lake Highway Construction [illegible].

We wrote Mr. Jack [illegible], Central Point office on December [illegible]th, regarding the above matter, and with reference to hearing set for March 12, 1957, at 9:30 a.m. in District Court, Medford, with a copy of letter to Mr. Klaboe.

No. 1. Mr. Merrill called on us subsequently and did have field notes in addition to cross-sections shown on original drawing, and has since traced, or rather drawn them in on an office map, and they are helpful.

No. 2. We have been informed by your Central Point office that the original drawings brought down here by Mr. Klaboe, when he and Mr. Rowland visited the site referred to above, last winter, have since been returned to Salem, and that they should be requested thru you. So, we should appreciate it if you would send the original drawings, showing contours, back to your Central Point office, so that they will be available to us on March 12th. As mentioned in our letter of December [illegible]th, we'll arrange for the necessary subpoenaes, as recommended by Mr. Klaboe, so they can be introduced as evidence.

No. 3. In addition to the above, Central Point office has information relative to elevation of bronze marker of Reese Creek Bridge, together with high-water mark of flood, as it pertains to the marker, but they don't appear to have the elevation on the standard bronze marker set in Reese Creek bridge. Perhaps this is available from the Salem office if not, perhaps you can ask your Central Point office to get it for us.

Both your office and Mr. Rowland and Mr. Merrill have been very helpful in furnishing us pertinent information, and it is very much appreciated.

Thank you.

Very truly yours,

Howard [illegible] Lord

P.S. Could you [illegible] the Central Point [illegible] [illegible] notes?
Thanks. [illegible]

FORM E-20X—20M—11-55—90228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 11, 1956

SUBJECT: Reese Creek-Antelope Creek Section
Crater Lake Highway

To: Tom Edwards
Construction Engineer
Salem

I return herewith as constructed hardcopy map No. 5F 3-8 recently forwarded to this office.

As requested, Mr. Todd has been contacted and the following information obtained. The Todd's own the land on the east of the highway at about Stations 1583 and 1570 formerly belonging to a Richard N. and Rosella Phillips. During last winter's storms erosion took place on the property to the south. This owner to the south claims this erosion was caused by the Todd's clearing the bed of Murderous Creek and consequently making more water come down Murderous Creek. He further claims that Murderous Creek jumped it's channel and caused this erosion which roughly parallels Reese Creek and is about halfway between Murderous Creek and Reese Creek.

This erosion has damaged his property to the tune of $1000.00 plus $350.00 fees, he claims, and is sueing Todd for that amount.

I do not believe the state is involved in this despute in any way. Murderous Creek and the eroded land are both will off the right-of-way.

As instructed, I have given Mr. Todd the print of the hardcopy detail map forwared by your office. He indicated to me that he may subpoena the original map at such time as he goes to court, if possible.

F. B. Klaboe
Ass't Division Engineer

FBK/se
encl.

Salem, Oregon
August 13, 1956

Reese Creek-Antelope Creek Section
Crater Lake Highway

Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

You will perhaps recall that the other day I discussed with you the request of Mr. Howard F. Todd, Eagle Point, Oregon, concerning the loan of highway maps, cross-sections, etc., to be used in regard to some litigation.

I am forwarding to you herewith a white print covering the section described in Mr. Todd's letter of August 3rd. I am also sending an "as constructed" profile covering the same section. I am also mailing our copy of the detail map which Mr. Todd can inspect at either the Division Office or Mr. Rowland's office after contact has been made with him by yourself or one of your assistants. We have the platted cross-sections in this office and if you think it advisable we will send same to either the Division Office or an office of your designation where Mr. Todd can inspect them. The cross-sections and the detail map are not to leave our possession and whether you give Mr. Todd the "as constructed" plan or the white print of the right of way map is up to your discretion, to be determined after you have talked to him.

Will you please take the matter from here and accommodate Mr. Todd as much as we can, consistent with the interests of the State.

Tom Edwards
Construction Engineer

By

L. H. Young
Asst. Construction Engineer

NOTED
L. H. Young

LHY:ep

Encls.

COMMISSIONERS
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CHAS H REYNOLDS MEMBER
LA GRANDE
M K McIVER MEMBER
PORTLAND
H B GLAISYER
SECRETARY

RECEIVED
BY DEPUTY STATE HIGHWAY ENGINEER

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R H BALDOCK
STATE HIGHWAY ENGINEER
W C WILLIAMS
DY ASST STATE HWY ENGR
W W STIFFLER
2ND ASST STATE HWY EN
C W ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

August 7, 1956

Mr. Howard F. Todd
Rt. 1, Box 183-B
Eagle Point, Oregon

Dear Mr. Todd:

In your letter of August 3, 1956 you request certain information concerning the Crater Lake Highway north from Reese Creek.

I am referring your letter to Mr. W. C. Williams, Deputy State Highway Engineer, to advise you whether or not we have the information that you want and if it would be made available to you on a loan basis through our District Maintenance Superintendent, Mr. J. C. Bramley.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: W. C. Williams

HOWARD F. TODD
RT. 1, BOX 183B
EAGLE POINT, OREGON

August 3, 1956

Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

At the suggestion of Mr. Bromley of your Grants Pass office, since he doesn't have the necessary data in his office, we should appreciate receiving the following:

1. A highway map 100' to 1" of (from) Reese Creek, north, for one-half mile on Crater Lake Highway.

2. Cross-sections of the highway and whatever land was surveyed for the 1946-47 highway improvement of Crater Lake for same section above (No. 1.)

3. We need to have State Highway culverts pinpointed on above cross-sections and/or map.

4. Any other data you may have that will show new fill and change made when new road was constructed in '46-'47.

In explanation for the need of the above material and data: we are involved in a dispute due to charges made that in clearing our land and existing creek-bed on our land, that we supposedly diverted the old channel and so created damage to land below us in recent flooding.

As we understand it, there was an old channel along the old highway, but there hasn't been since we bought our property at the time the new highway was under construction--after the fill and cobblerocking had been done. But the old channel is not a continuous one--and may never have been. Since it is so close to the Crater Lake Highway, and since road fill comes to our property line and inside our line, it is very likely that your cross-sections will include any old channel that may have been there before new road construction took place.

We'd appreciate your cooperation in obtaining this above information and data for us as quickly as possible, since we are presently in litigation about the above matter, and need same to resolve the dispute. Any other assistance you may have to furnish will be of value.

Thank you.

Very truly yours,

Howard F. Todd

P.S. If any of the above is available on a loan-basis only, and you would like to send them to Mr. Bromley, we can contact him on those, if you'll so advise.

H.F.T.

HOWARD F. TODD
RT. 1, BOX 183B
EAGLE POINT, OREGON

RECEIVED
JUN 30 1948
FOR FILING

5-47(4)

2806

June 28, 1948

General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.

Gentlemen:

This to advise you that State Highway Contract No. 2806 for work on the Reese Creek-Antelope Creek Section of the Crater Lake Highway, in Jackson County, has been completed by the contractor, McNutt Brothers, and that revised final payment in the amount of $15,603.67 will be made on or after July 8, 1948.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $483,980.00, and that no force account work was performed therein. This contract was completed August 27 and accepted by the Commission December 29, 1947.

This notice is given you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

ORECON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

6-[illegible]

R.H. Baldock

9

RECEIVED JUL 2 1948 FOR FILING

NOTED State Highway Engineer

COST ANALYSIS - FINAL REPORT

Reese Creek-Antelope Creek Section
Contract #2806

5-47 (4)

2806

Grading, Surfacing & Paving

[illegible]ter Lake Highway
Contractor - McNutt Bros.
Engineer - W. B. Merrill

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All				$7,905.05	$13,000.00
Trench Excavation	5,185.3	Cu. Yd.	$3.00	$1.66	8,604.35	15,555.90
Borrow "	2,841.9	" "	1.10	1.37	3,910.00	3,126.09
General "	170,013.2	" "	0.43	0.465	79,200.34	73,105.68
Short Overhaul	513,429.4	Yd. Sta.	0.15	0.15	7,701.44	7,701.44
Long Overhaul	10,368.2	C-Yd. Sta.	0.50	0.358	3,719.60	5,184.10
Rounding Cutbanks	16,040	Lin. Ft.	0.15	0.09	1,443.60	2,406.00
Finishing R/B & Slopes	6.639	Miles	500.00	689.50	4,572.00	3,319.50
12" Concrete Pipe	180	Lin. Ft.	1.75	0.86	154.30	315.00
18" " "	4,056	Lin. Ft.	3.25	2.48	10,047.45	13,182.00
24" " "	546	" "	4.50	3.19	1,745.66	2,457.00
36" " "	168	" "	8.25	7.18	1,206.25	1,386.00
18" Concrete Siphon Pipe	1,590	" "	4.50	3.87	6,141.70	7,155.00
8" Perf. Corr. Metal Drain Coated	72	" "	1.25	1.42	102.30	90.00
Salvage Culvert Pipe	126	" "	1.50	1.39	175.50	189.00
Class "A" Concrete in Misc. Structures	156.49	Cu. Yd.	50.00	44.40	6,948.16	7,824.50
Lumber in Flume	6.338	M-FBM	200.00	167.40	1,060.98	1,267.60
Spring Bracket Guard Rail With Wood Posts	670	Lin. Ft.	1.75	2.46	1,648.20	1,172.50
Class "A" Concrete in Box Culverts	243.9	Cu. Yd.	50.00	47.20	11,512.08	12,195.00
Metal Reinforcements	44,512	Lbs.	0.07	0.076	3,411.45	3,115.84
Selected Roadbed Topping	64,128	Cu. Yd.	0.50	0.402	25,781.00	32,064.00
Hauling " "	200,240.5	Yd. Mi.	0.12	0.096	19,206.00	24,028.86

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0" Gravel in Level Course and Shoulders	9,142	Cu. Yd.	$3.00	$2.32	$21,214.10	$27,426.00
½"-0" Mat'l. in Cushion Course	2,030	" "	3.50	3.85	7,823.20	7,105.00
Sprinkling	1,302	M-Gal.	2.00	1.68	2,187.40	2,604.00
Portland Cement Concrete Pavement	83,236.17	Sq. Yd.	2.45	2.291	190,741.46	203,928.62
Expansion Joints in Pavement	44	Lin. Ft.	0.40	0.28	12.30	17.60
Contraction Joints	49,900.4	" "	0.03	0.04	1,998.60	1,497.01
Tie Bars & Reinforcements	34,672	Lbs.	0.07	0.053	1,836.50	2,427.04
Roadside Grading with Dozer	23.5	Hrs.	12.50	6.50	152.75	293.75
Roadside Grading with Blade	210.5	"	8.50	6.00	1,263.00	1,789.25
Roadside Grading with Scraper & Tractor	24	"	15.00	7.80	187.20	360.00
Seeding	6.08	Acres	25.00	34.34	208.80	152.00
PA #1, 8" Perf. Corr. Metal Drain Pipe	189	Lin. Ft.	0.89	Excess Pipe Purchased by State	168.21	168.21
PA #1, 8" Perf. Corr. Metal Pipe Bands	12	Each	1.26		15.12	15.12
PA #1, 18" S.C. Concrete Pipe	3	Lin. Ft.	1.50		4.50	4.50
PA #1, 18" Concrete Siphon Pipe	12	" "	1.62		19.44	19.44
PA #2, Additional Cost due to Change in Haul Road	All	100%	3,200.00		2,315.00	3,200.00
PA #3, Cement Adjust. Favor of Contractor (a) in Paper Sacks	14.4	Bbl.	3.39			48.82
(b) in Bulk	621.4	"	3.09			1,920.13
PA #4, Construct Haul Road	93	Hr.	12.50	8.00	744.00	1,162.50
					$437,088.99	$483,980.00

Gross Revenue	$483,980.00
Total Cost	437,088.99
Net Profit	$46,891.01

Net Profit Equals 9.7% of Gross Revenue

Reese Creek-Antelope Creek Section
Contract #2806

Detail of Cost

Labor:

Supervision	$6,440.00	
Labor	153,873.84	
State Industrial Accident Insurance	3,607.06	
Unemployment Insurance	4,809.11	
Social Security	1,603.13	
		$170,333.44

Materials:

12" Concrete Pipe	180	Lin. Ft.	at $0.60	$108.00	
18" " "	4,059	" "	" 1.50	6,088.50	
24" " "	546	" "	" 2.05	1,119.30	
36" " "	168	" "	" 4.35	730.80	
18" Concrete Siphon Pipe	1,602	" "	" 1.62	2,595.24	
8" Corr. Metal Perf. Pipe	72	" "	" 1.05	75.60	
8" " " " "	189	" "	" 0.89	168.21	
8" " " Bands	12	Each	" 1.26	15.12	
Cement for Structures	620	Bbls.	" 3.19	1,977.80	
Reinforcing Steel	44,512	Lbs.	" 0.045	2,003.04	
Lumber in Flume	6.338	M-FBM	" 87.50	554.58	
Nails	200	Lbs.	" 0.065	13.00	
Cement for Pavement	27,400	Bbls.	" 2.88	79,027.20	
Expansion Joints	44	Lin. Ft.	" 0.157	6.90	
Contraction Joints	49,900	" "	" 0.018	898.20	
Tie Bars	34,672	Lbs.	" 0.045	1,560.24	
Grass Seed	270	Lbs.	" 0.40	108.00	
Material for Spring Bracket Guard Rail (Guard Rail, Posts, Brackets & Paint)				849.60	
					97,899.33

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental (Including Repairs)	$91,257.57	
Rental on Metal Forms & Pins (15% of Cost)	3,750.00	
Gas, Oil & Grease	25,550.61	
Misc. Supplies & Small Tools	8,500.00	
Explosives	2,895.00	
Freight & Cartage - Moving In	9,575.00	
Bond & Liability Insurance	3,546.74	
Home Office & Overhead Expense - 3%	15,205.30	
Curing Compound for Concrete Pavement	2,112.00	
Mastic Strip Used on Forms - 36,000 Lin. Ft.	2,664.00	
Lumber Used in Building Batching Bunkers & Forms	3,800.00	
		168,856.22

Total Cost $437,088.99

Reese Creek-Antelope Creek

Remarks:

This contract for grading and paving the 6.65-mile Reese Creek-Antelope Creek Section of the Crater Lake Highway was bid April 5, 1946. The contract was awarded May 15, and work was started June 21, 1946. The contract was finished the following year, August 29, 1947.

The clearing was light, consisting of some willow and oak trees and considerable brush. The work was done with two D-8 tractors equipped with clearing blades and with hand labor. Most of the work was done in the fall but was not entirely finished until the following spring. The bid price was high and a large profit was realized.

Trench excavation was done where practical with a 3/4 cu. yd. dragline shovel and by hand labor. Solid rock and mud slowed up progress but a good profit was realized.

The borrow excavation consisted of solid rock which required drilling and shooting. Equipmend used: 3/4 cu. yd. shovel and trucks. Contractor took a small loss.

General excavation consisted of about 80% common and 20% solid. Mud caused by rain and irrigation slowed up the progress on common excavation which was moved with six D-8 tractors, 3 dozers, three 15 cu. yd. scrapers, three 15 cu. yd. tournapulls and two large motor graders. The solid excavation was drilled and blasted and excavated with shovel and trucks. Grading work was started in August, 1946, and due to mud and inclement weather was closed down in November. Grading was started again in January and finished in May, 1947.

Three bridges under construction also hampered excavation operations. The contractor suffered a small loss on general excavation.

The selected roadbed topping was obtained from the two designated gravel bars and was hauled and placed intermittently as sections of grade were finished. One and part of the time two 3/4 cu. yd. shovels and from six to twenty-five 4 to 6 cu. yd. trucks were used. It was necessary to keep the highway open for traffic where detours were not available, and the contractor had to arrange his work accordingly.

A crushing plant was erected on a gravel bar near Dodge Bridge, and the aggregates required for concrete and the surfacing material were produced and stockpiled. A sand washer cleaned the sand for concrete.

The crusher operated from September 1st, to October 26th, 1946, one 8-hour shift per day. Four working days were lost during this period due to a broken shaft. The plant operated 344 hours and produced 34,176 cu. yds., an average of 99.3 cu. yds. per hour. A 3/4 cu. yd. shovel and three 6 cu. yd. trucks were used to load and haul from gravel bar to the crusher. Four to six 4 cu. yd. trucks were used to haul material from crushing plant to stockpiles, a distance of about 2,000 feet. The cost of material in stockpiles was about $1.08 per cu. yd.

A batching plant was erected during the spring alongside a cutbank on the Sams Valley Secondary Highway near the stockpiles.

Concrete paving was started May 10th, and finished July 1st, 1947. The concrete aggregates were loaded into four to six 6 cu. yd. trucks with two 3/4 cu. yd. shovels and hauled to batching plant, about 300 to 1,000 feet. Bulk cement was hauled in 30-barrel metal containers from the Gold Hill cement plant, a distance of 16 miles, with semi-trailer trucks which hauled two cans or 60 barrels per load. The cement was unloaded and dumped into batching bunkers by means of a LeTourneau hoist operated with a D-8 tractor.

Eight to fifteen 4 cu. yd. dump trucks were used to haul the batched material to the mixer, an average distance of four miles, two batches per load.

A 34E dual-drum Koehring mixer, Blaw Knox finishing machine, Johnson bullfloat and steel forms were used for paving. A compressor and air hammers were used for driving steel pins used in laying forms. A small spraying machine was used for spraying curing compound on the pavement.

There were many delays while paving due to rainy weather, waiting for subgrade, forms and curing, moving paving equipment and making repairs. The elapsed working time was 43 8-hour days, or 364 hours, of which 211 hours, or 58%, was operating time and 153 hours, or 42%, was lost time. These delays materially increased the cost of paving.

Production was excellent for the operating time; 83,236 sq. yds. of 8-inch concrete pavement were laid in 211 hours, an average of 394 sq. yds. per operating hour.

The contractor had good equipment and supervision. The grading operations carried over through the winter months and there was much delay time on paving which increased costs. The bid prices were high and the contractor realized a fair profit.

E. H. Clymer
Cost Analyst

By

George Kayser

W. C. Williams

June 24th, 1948

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JUL 2 1948
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COST ANALYSIS - FINAL REPORT

Reese Creek-Antelope Creek Section
~~Contract #[illegible]~~

Grading, Surfacing & Paving

Crater Lake Highway
Contractor - McNutt Bros.
Engineer - V. E. Merrill

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All				$7,905.05	$13,000.00
Trench Excavation	5,185.3	Cu. Yd.	$3.00	$1.66	8,604.35	15,555.90
Borrow "	2,841.9	" "	1.10	1.37	3,910.00	3,126.09
General "	170,013.2	" "	0.43	0.465	79,200.34	73,105.68
Short Overhaul	513,429.4	Yd. Sta.	0.15	0.15	7,701.44	7,701.44
Long Overhaul	10,368.2	C-Yd. Sta.	0.50	0.358	3,719.60	5,184.10
Rounding Cutbanks	16,040	Lin. Ft.	0.15	0.09	1,443.60	2,406.00
Finishing R/B & Slopes	6.639	Miles	500.00	689.50	4,572.00	3,319.50
12" Concrete Pipe	180	Lin. Ft.	1.75	0.86	154.50	315.00
18" " "	4,056	Lin. Ft.	3.25	2.48	10,047.45	13,182.00
24" " "	546	" "	4.50	3.19	1,745.66	2,457.00
36" " "	168	" "	8.25	7.18	1,206.25	1,386.00
18" Concrete Siphon Pipe	1,590	" "	4.50	3.87	6,141.70	7,155.00
8" Perf. Corr. Metal Drain Coated	72	" "	1.25	1.42	102.30	90.00
Salvage Culvert Pipe	126	" "	1.50	1.39	175.50	189.00
Class "A" Concrete in Misc. Structures	156.49	Cu. Yd.	50.00	44.40	6,948.16	7,824.50
Lumber in Flume	6.338	M-FBM	200.00	167.40	1,060.98	1,267.60
Spring Bracket Guard Rail With Wood Posts	670	Lin. Ft.	1.75	2.46	1,648.20	1,172.50
Class "A" Concrete in Box Culverts	243.9	Cu. Yd.	50.00	47.20	11,512.08	12,195.00
Metal Reinforcements	44,512	Lbs.	0.07	0.076	3,411.45	3,115.84
Selected Roadbed Topping	64,128	Cu. Yd.	0.50	0.402	25,781.00	32,064.00
Hauling " "	200,240.5	Yd. Mi.	0.12	0.096	19,206.00	24,028.86

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0" Gravel in Level Course and Shoulders	9,142	Cu. Yd.	$3.00	$2.32	$21,214.10	$27,426.00
½"-0" Mat'l. in Cushion Course	2,030	" "	3.50	3.85	7,823.20	7,105.00
Sprinkling	1,302	M-Gal.	2.00	1.68	2,187.40	2,604.00
Portland Cement Concrete Pavement	83,236.17	Sq. Yd.	2.45	2.291	190,741.46	203,928.62
Expansion Joints in Pavement	44	Lin. Ft.	0.40	0.28	12.30	17.60
Contraction Joints	49,900.4	" "	0.03	0.04	1,998.60	1,497.01
Tie Bars & Reinforcements	34,672	Lbs.	0.07	0.053	1,836.50	2,427.04
Roadside Grading with Dozer	23.5	Hrs.	12.50	6.50	152.75	293.75
Roadside Grading with Blade	210.5	"	8.50	6.00	1,263.00	1,789.25
Roadside Grading with Scraper & Tractor	24	"	15.00	7.80	187.20	360.00
Seeding	6.08	Acres	25.00	34.34	208.80	152.00
PA #1, 8" Perf. Corr. Metal Drain Pipe	189	Lin. Ft.	0.89	Excess Pipe Purchased by State	168.21	168.21
PA #1, 8" Perf. Corr. Metal Pipe Bands	12	Each	1.26		15.12	15.12
PA #1, 18" S.C. Concrete Pipe	3	Lin. Ft.	1.50		4.50	4.50
PA #1, 18" Concrete Siphon Pipe	12	" "	1.62		19.44	19.44
PA #2, Additional Cost due to Change in Haul Road	All	100%	3,200.00		2,315.00	3,200.00
PA #3, Cement Adjust. Favor of Contractor (a) in Paper Sacks	14.4	Bbl.	3.39			48.82
(b) in Bulk	621.4	"	3.09			1,920.13
PA #4, Construct Haul Road	93	Hr.	12.50	8.00	744.00	1,162.50
					$437,088.99	$483,980.00

Gross Revenue	$483,980.00
Total Cost	437,088.99
Net Profit	$46,891.01

Net Profit Equals 9.7% of Gross Revenue

C WILL

Reese Creek-Antelope Creek Section
Contract #2806

Detail of Cost

Labor:

Supervision	$6,440.00	
Labor	153,873.84	
State Industrial Accident Insurance	3,607.06	
Unemployment Insurance	4,809.11	
Social Security	1,603.13	
		$170,333.44

Materials:

12" Concrete Pipe	180	Lin. Ft.	at $0.60	$108.00	
18" " "	4,059	" "	" 1.50	6,088.50	
24" " "	546	" "	" 2.05	1,119.30	
36" " "	168	" "	" 4.35	730.80	
18" Concrete Siphon Pipe	1,602	" "	" 1.62	2,595.24	
8" Corr. Metal Perf. Pipe	72	" "	" 1.05	75.60	
8" " " " "	189	" "	" 0.89	168.21	
8" " " Bands	12	Each	" 1.26	15.12	
Cement for Structures	620	Bbls.	" 3.19	1,977.80	
Reinforcing Steel	44,512	Lbs.	" 0.045	2,003.04	
Lumber in Flume	6.338	M-FBM	" 87.50	554.58	
Nails	200	Lbs.	" 0.065	13.00	
Cement for Pavement	27,400	Bbls.	" 2.88	79,027.20	
Expansion Joints	44	Lin. Ft.	" 0.157	6.90	
Contraction Joints	49,900	" "	" 0.018	898.20	
Tie Bars	34,672	Lbs.	" 0.045	1,560.24	
Grass Seed	270	Lbs.	" 0.40	108.00	
Material for Spring Bracket Guard Rail (Guard Rail, Posts, Brackets & Paint)				849.60	
					97,899.33

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental (Including Repairs)	$91,257.97	
Rental on Metal Forms & Pins (15% of Cost)	3,750.00	
Gas, Oil & Grease	25,550.61	
Misc. Supplies & Small Tools	8,500.00	
Explosives	2,895.00	
Freight & Cartage - Moving In	9,575.00	
Bond & Liability Insurance	3,546.74	
Home Office & Overhead Expense - 3%	15,205.30	
Curing Compound for Concrete Pavement	2,112.00	
Mastic Strip Used on Forms - 36,000 Lin. Ft.	2,664.00	
Lumber Used in Building Batching Bunkers & Forms	3,800.00	
		168,856.22

Total Cost $437,088.99

Reese Creek-Antelope Creek

Remarks:

This contract for grading and paving the 6.65-mile Reese Creek-Antelope Creek Section of the Crater Lake Highway was bid April 5, 1946. The contract was awarded May 15, and work was started June 21, 1946. The contract was finished the following year, August 29, 1947.

The clearing was light, consisting of some willow and oak trees and considerable brush. The work was done with two D-8 tractors equipped with clearing blades and with hand labor. Most of the work was done in the fall but was not entirely finished until the following spring. The bid price was high and a large profit was realized.

Trench excavation was done where practical with a 3/4 cu. yd. dragline shovel and by hand labor. Solid rock and mud slowed up progress but a good profit was realized.

The borrow excavation consisted of solid rock which required drilling and shooting. Equipmend used: 3/4 cu. yd. shovel and trucks. Contractor took a small loss.

General excavation consisted of about 80% common and 20% solid. Mud caused by rain and irrigation slowed up the progress on common excavation which was moved with six D-8 tractors, 3 dozers, three 15 cu. yd. scrapers, three 15 cu. yd. tournapulls and two large motor graders. The solid excavation was drilled and blasted and excavated with shovel and trucks. Grading work was started in August, 1946, and due to mud and inclement weather was closed down in November. Grading was started again in January and finished in May, 1947.

Three bridges under construction also hampered excavation operations. The contractor suffered a small loss on general excavation.

The selected roadbed topping was obtained from the two designated gravel bars and was hauled and placed intermittently as sections of grade were finished. One and part of the time two 3/4 cu. yd. shovels and from six to twenty-five 4 to 6 cu. yd. trucks were used. It was necessary to keep the highway open for traffic where detours were not available, and the contractor had to arrange his work accordingly.

A crushing plant was erected on a gravel bar near Dodge Bridge, and the aggregates required for concrete and the surfacing material were produced and stockpiled. A sand washer cleaned the sand for concrete.

The crusher operated from September 1st, to October 26th, 1946, one 8-hour shift per day. Four working days were lost during this period due to a broken shaft. The plant operated 344 hours and produced 34,176 cu. yds., an average of 99.3 cu. yds. per hour. A 3/4 cu. yd. shovel and three 6 cu. yd. trucks were used to load and haul from gravel bar to the crusher. Four to six 4 cu. yd. trucks were used to haul material from crushing plant to stockpiles, a distance of about 2,000 feet. The cost of material in stockpiles was about $1.08 per cu. yd.

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Concrete paving was started May 10th, and finished July 1st, 1947. The concrete aggregates were loaded into four to six 6 cu. yd. trucks with two 3/4 cu. yd. shovels and hauled to batching plant, about 300 to 1,000 feet. Bulk cement was hauled in 30-barrel metal containers from the Gold Hill cement plant, a distance of 16 miles, with semi-trailer trucks which hauled two cans or 60 barrels per load. The cement was unloaded and dumped into batching bunkers by means of a LeTourneau hoist operated with a D-8 tractor.

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Production was excellent for the operating time; 83,236 sq. yds. of 8-inch concrete pavement were laid in 211 hours, an average of 394 sq. yds. per operating hour.

The contractor had good equipment and supervision. The grading operations carried over through the winter months and there was much delay time on paving which increased costs. The bid prices were high and the contractor realized a fair profit.

RECEIVED

E. H. Clymer
Cost Analyst

By

George Kayser

RECEIVED
JUN 23 1948
FOR FILING

8474

2806

Salem, Oregon
June 22, 1948

Mr. S. H. Probert

In connection with final estimate on Contract No. 2806 (Reese Creek-Antelope Creek Section), this is your authority to add to the pay quantities reported by the Resident Engineer in his semi-final estimate the following pay item and quantity:

Price Agreement No. 4 - Tractor and Dozer
9½ hours at $12.50 per hour

This payment is in accordance with Price Agreement No. 4, Contract No. 2806, dated May 19, 1948.

H. G. Smith
Construction Engineer

RECEIVED
MAY 24 1948
FOR FILING

5-47(4)

May 20, 1948

Memorandum to the State Highway Commission

Attached for your approval are two copies of an agreement with the Southern Pacific Company providing for the installation of two automatic warning signals at a crossing of the Medford Corporation railroad near Eagle Point on the Crater Lake Highway. This section of the highway was reconstructed by McNutt Brothers under contract No. 2806, being grading and paving on the Reese Creek-Antelope Section of the Crater Lake Highway. The reconstruction of the highway involved a change in the railroad grade crossing.

On May 3, 1946, the Public Utilities Commissioner issued order No. 16088 granting authority to construct the new crossing at grade and providing for the installation of two automatic warning signals to be installed and maintained at state expense. Due to the scarcity of materials it has not been possible to make the installation until the present time. The Southern Pacific Company has agreed to install the signals and bill the state for the cost, estimated at $3,610.

The agreement has been signed by officials of the Southern Pacific Company with the request that items numbers two and four on page two be initialed by the Commission.

Secretary.

FAQ:dr
Enc.
cc - Mr. Floyd Query

RECEIVED
MAY 12 194
FOR FILING

5-47(4)

May 11, 1948

General Casualty Company of America
General Insurance Bldg.
Seattle 5, Wash.

Gentlemen:

This to advise you that State Highway Contract No. 2806 for grading and paving on the Reese Creek-Antelope Creek Section of the Crater Lake Highway, in Jackson County, has been completed by the contractor, McNutt Brothers, and that final payment in the amount of $14,441.17 will be made on or after May 21, 1948.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $482,817.50, and that no force account work was performed therein. This contract was completed August 31 and accepted by the Highway Commission on December 29, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

5-11-48 g

cc: Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Form E-1—5M—1-40

S - 47(4)

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 17, 1948

Section	Reese Creek-Antelope Creek	Kind of work	Grading and Paving
Highway	Crater Lake	Section prefix	15-1139
Contractor	McNutt Bros.	Contract number	2806
Date of contract	May 14, 1946	Date of completion	19
Date work started	June 21, 1946	Estimated date of completion	19
Amount of contract	$ 492,280.00	Per cent of time elapsed	%

Estimated cost of completed project, exclusive of engineering . . . $ 509,093.50

Per cent of contract completed, based on total contract price . . . %

Engineering cost to date $ 32,835 , 6.67 % Date project was completed Aug. 29, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed setting right of way posts on this job. Construction map 1"-100' was completed and submitted to the division office. Semi-final estimate was returned to the Salem office.

Bernard Thorpe, transitman, was transferred to Tabb Thompson at Gardiner on April 12th.

NOTED
E. A. PEASE

RECEIVED
1

NOTED
H. W. LIBBY

NOTED
RAY W

NOTED
E. M. BOOTH

Signed WB Meriel Res. Engr.

Address P. O. Box 1122 Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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MAR 16 1948
FOR FILING

S-47 (14)

March 12, 1948

General Casualty Company of America
General Insurance Bldg.
Seattle 5
Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Brothers on contract No. 2606, covering the Reese Creek- Antelope Creek Section of the Crater Lake Highway, in Jackson County. This payment, in the amount of $9664.09, will be made on or after March 22, 1948. The retained percentage is $14,485.57.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
3-12-48, gl

RECEIVED
FEB 2 194
FOR FILING

S-47(4)

January 29, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter dated January 16, 1948, requesting further information and analysis of cost on Price Agreement No. 2, Reese Creek-Antelope Creek Section of the Crater Lake Highway, Contract No. 2806, Oregon Project No. S-47 (4).

The occasion for this allowance to the contractor is that the contractor made his bid for the project with the expectation, and on the representation of our engineers, that the access which the State would furnish to the Ruhl gravel bar would be on a direct route between the county road at Dodge Bridge and the gravel bar. It was the intention of the State, at the time bids were called for, to provide access on such direct route, but unanticipated difficulties were encounted and the right of access finally acquired was on an indirect route one-half mile longer.

To grade and surface this additional half-mile of hauling road cost the contractor approximately $1,100. The additional half-mile of haul on the 35,400 cubic yards of gravel taken from bar for use in the work, figured at 12¢ per yard mile, cost the contractor $2,124. In our opinion, the contractor is entitled to reimbursement for these items of extra expense and we have accordingly agreed to a lump sum allowance of $3,200.

The 35,400 cubic yards of gravel taken from the bar consisted of the following:

Aggregates for concrete pavement	24,045	cu. yds.
Aggregates for Class "A" concrete	179	" "
3/4" - ½" gravel for shoulders	9,144	" "
½" - 0" gravel for cushion course	2,032	" "
Total	35,400	cu. yds.

The fact that we did not definitely specify the Ruhl bar as a source for concrete aggregates does not appeal to us as being a ground on which to deny reimbursement for the extra haul on aggregates. The Ruhl bar was the logical source for the aggregates as well as for the other materials taken. Our engineers expected the gravel to come from that source and the contractor in computing his bid prices figured, unquestionably, on obtaining the materials from that source and on being able to use the shorter haul route.

Delay in getting this order to you was occasioned in part by a change in resident engineers on the work, but more particularly by difficulty in reaching agreement with the contractor.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
FEB 2 1948
FOR FILING

S-47(4)

#223 W

January 29, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter dated January 16, 1948, requesting further information and analysis of cost on Price Agreement No. 2, Reese Creek-Antelope Creek Section of the Crater Lake Highway, Contract No. 2806, Oregon Project No. S-47 (4).

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Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3080
PORTLAND 8, OREGON

January 16, 1948.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Williams' letter dated January 13, 1948 forwarding for approval, Price Agreement No. 2 for Oregon Project No. S-47(4), Reese Creek - Antelope Creek Section of the Crater Lake Highway. We note an inconsistency in the letter which justifies the price agreement on the basis of increased length of haul; whereas the price agreement indicates the lump sum payment to the contractor for construction of a haul road at the gravel site of greater length than was originally contemplated. It also appears that the payment is not for increased haul as the item of selected roadbed topping was paid for in a cubic yard measurement plus yard mile price for haul. It also does not appear it would be for increased haul on concrete aggregate because the special provisions and general specifications are silent with regard to sources of material.

Before taking action, we would appreciate further information with an analysis of the costs of increased work with reference to the specification provision which supports the payment of this claim.

You will appreciate that the submission of this price agreement several months after the completion of the contract makes it more difficult for us to obtain approval.

Very truly yours,

T. H. DAVIS
District Engineer.

RECEIVED
JAN 1[illegible]
STATE [illegible]

ASSIGNMENT

No. 333
WCW

IPTION: Let of Jan 16 from T. M. Davis re Ore Project No. S-47(4) Rose Creek-Antelope Creek Section, Crater Lake Highway.

DATE: JANUARY 26, 1948 ASSIGNED TO: ~~SMITH~~ Probert

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☒ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ____________

☐ ______________________________

REPORT RECEIVED:

REMARKS:

RECEIVED
FEB 2
FOR FILING

OREGON DISTRICT 4
S-47 (4)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

January 27, 1948.

~~Const~~
~~Federal Aid~~
~~[illegible]~~
Const.
Federal Aid
Plans, Spec., etc.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Stiffler's letter of January 23 in reply to ours of January 19, 1948 relative to the reflectorized cross buck railroad crossing signs on Oregon Federal Aid Secondary Highway Project S-47(4), Reese Creek - Antelope Creek Section.

Our letter of January 19, 1948 referred to our letter of July 16, 1946 with which was transmitted a set of completely revised specifications and drawings issued by the A. A. R. Signal Section and advising they should supersede all the former specifications, drawings and revisions, including those forwarded under date of July 15, 1941. These of course, superseded Mr. Andrews' instructions of October 25, 1940.

It is not required that the signs now in place be changed but where such signs are replaced or new signs erected, they should follow the present A. A. R. specifications, which we understand has also been adopted by the A.A.S.H.O., and which require black letters on a white background.

Very truly yours,

T. M. DAVIS
District Engineer.

[illegible]

Crandall found copy of [illegible].
Is going to write for two more
[illegible]

RECEIVED
JAN 2? 1948
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER

RECEIVED
JAN 26 1948
FOR FILING

January 23, 1948

Mr. T. M. Davis, District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Acknowledgment is made of your letter dated January 19, which has reference to the reflectorized crossbuck railroad crossing signs on Oregon Federal Aid Secondary Project No. S-47 (2), Reese Creek-Antelope Creek Section of the Crater Lake Highway. 4 ?

You state, and the photographs confirm, that the signs with the black field do not conform to the approved design of AAR, Signal Section, Drawings No. 1642C and 1643C.

Prior to 1940 all similar signs installed by the Highway Commission carried a white field or background. Based on the instructions carried in a letter dated October 25, 1940, signed by Mr. F. E. Andrews for W. H. Lynch, a copy of which is enclosed herewith, we revised all our signs for a black field or background.

Investigation of our files fails to reveal any further correspondence or orders from your office which would countermand the instructions issued October 5, 1940, requiring that such signs have a black field.

We have consulted the Public Utilities Commissioner, who unofficially favors the white field as specified in your January letter, although he will not definitely commit himself to the point of specifying the white field, merely stating that either type sign that we have made up is satisfactory to them.

Mr. Crandall, Traffic Engineer, advises me that although the AAR, Signal Section, are also in favor of the white field they do not specify such in their specifications.

Mr. T. M. Davis
Page 2
January 23, 1948

As the signs above referred to are of a temporary nature only it is suggested that no changes be made. In compliance with an order from the Public Utilities Commissioner we have arranged with the Southern Pacific Company to install and maintain electric signals at the above crossing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:ew
cc F. B. Crandall
W. O. Widdows

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

January 19, 1948.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our letter dated March 21, 1946 authorizing advertising of the paving contract for Oregon Federal Aid Secondary Project No. S-47(2), Reese Creek - Antelope Creek Section of the Crater Lake Highway, as a condition of approval it was required that the State install reflectorized railroad signs at the railroad grade crossing on the project. It has been noted that signs have been installed but that they do not conform with the approved design shown on AAR, Signal Section, Drawings No. 1642C and 1643C approved March 1943, copies of which were forwarded to you on July 16, 1946, in that the field is black instead of white as was provided by the approved design. Please arrange to install new signs which will meet the requirements of the above noted standards. We are enclosing photographs which show the existing installed cross bucks for your information.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer.

Encl.

REFERRED
Stiffler
District Engineer
Please see that
signs conform

Not in Spec
PUC
AAR

RECEIVED

NOTED
W. W. STIFFLER

50226

FORM E-30 25M 7-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

January 21, 1948
Salem, Oregon

SUBJECT: Railroad crossbuck signs

To:

Mr. W. W. Stiffler

In regard to this matter of color combination on RRX crossbuck signs, I am attaching copy of a letter from Lynch to Baldock under date of October 25, 1940. The attached letter is the basic reason for our stocking and useof the white letter, black background color combination on our RR crossbucks.

To the best of my knowledge there has been no directive subsequent to the attached letter countermanding this specification of white on black background.

F. B. Crandall
F. B. Crandall
Traffic Engineer

FBC:aj

Attachment

NOTED
W. W. STIFFLER

October 25, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Beakey's letter of October 3, 1940, making inquiry if the Public Roads Administration will insist that the coloring on the crossbuck signs must conform to A.A.R. Bulletin No. 2.

This question was referred to our Washington Office, and we are in receipt of advice that the standard coloring of the reflectorized crossbuck signs, that is, black background and white letters, conforms to the coloring for the standard 90 degree reflectorized crossing sign assembles used with flashing light signals as adopted by the Association of American Railroads and referred to as a requirement in the regulations for expenditure of Federal Aid grade crossing funds. While it may be possible to obtain substantially equivalent visibility with black letters on white background by exercising care in selecting the relationship between button size and width of stroke of black letters, we do not see that uniformity of aspect, which admittedly is desirable, would be promoted by the change. In fact, it would appear that the opposite effect would result since non-reflectorized signs have black letters on whte background rapidly are being replaced throughout the country by reflectorized crossbucks and by automatic signals carrying crossbucks with black background and white letters. Under the circumstances we are not favorably disposed to departure from the standards promulgated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

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S-47 (4)

January 20, 1948

Honorable County Court of Jackson County
Medford, Oregon

Gentlemen:

This is to advise that the grading and paving project on the Reese Creek-Antelope Creek Section of the Crater Lake Highway in Jackson County has been officially accepted as completed.

In accordance with the agreement which was executed by the County Court of Jackson County and the State Highway Commission under date of June 4, 1946, a section of the old highway referred to as Unit "A" in the agreement shall revert to the owners of the real property, or may be retained by the county for such public use as may best promote public welfare. The section referred to as Unit "B" becomes a part of the Little Butte Secondary State Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. E. A. Collier
Mr. S. H. Probert
Mr. K. D. Lytle
Mr. Oscar Cutler

Recorded on 6 B-18-6

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JAN 19 1948
FOR FILING

—47 (4)

[illegible]

January 13, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 2 covering additional cost of haul on the Reese Creek-Antelope Creek Section of the Crater Lake Highway in Jackson County, Contract No. 2806, in connection with Federal Aid Project No. 5-47 (4).

The additional cost of haul was occasioned because right of way for haul road from the gravel bar designated in the contract could not be obtained. Haul from the Ruhl Gravel Bar was one-half mile longer than originally anticipated and additional road for access had to be constructed.

Very truly yours,

W. C. Williams
Asst. State Highway Engineer

[illegible]:CW

Encl.

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S-47(4)

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

P.O. Box 3900
PORTLAND 8, OREG.

November 26, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-47(4)
Reese Creek-Antelop Creek Section
Crater Lake Highway.

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: J Caufield
[illegible] J. Caufield
Principal Highway Engineer

Encl.

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OREGON
STATE HIGHWAY COMMISSION

Jo

2 (Revised 1946)

State Oregon WA8pr. 7349

Federal Aid Secondary Project No. S-47(1)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of November, 1947, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of August, 1946, a project statement, which was approved on the 9th day of October, 1946, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 21st day of March, 1946; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred sixty-three thousand, six hundred and 00/100 dollars ($363,600.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-2

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1927; Chap. 31, Laws 1929; Chap. 389, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1538+50 in the SW 1/4, Section 3, T. 35 S., R. 1 W.,
W.M., and survey station 1853+58 in the SE 1/4, Section 9, T. 36 S.,
R.1 W., W.M., excepting stations 1695+00 to 1782+49.

, length 6.589 miles, in Jackson County,

being Oregon Federal AAA / Secondary project No. S-17(1), consisting of 6.533 miles of

roadway and three bridges, each of more than 20 feet clear span, 0.055 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred sixty-three thousand, six hundred and 00/100 dollars ($363,600.00), which does not exceed the authorized Federal pro rata share of six hundred thirty-five thousand, nine hundred nineteen and 90/100 dollars ($635,919.90), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 122.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

APPROVED
Assistant State Highway Engineer

Attest
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

NOV 25 1941

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S-47(4)

November 21st, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In reply to your letter of July 23rd, 1947, please find attached hereto the data requested for the paving operations on the Reese Creek-Antelope Creek Section of the Crater Lake Highway, Project No. S-47(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

Enc.

Reese Creek-Antelope Creek, S-47(4)

Contractor's Construction Cost for Portland Cement Concrete Pavement

	Cost	Quantity	Unit Cost
Fine Grading	$3,912.05	83,235 Sq. Yd.	$0.047
Forms	16,648.10	" " "	0.200
Load & Haul Aggregate to Batching Plant	7,524.00	" " "	0.091
Batching	4,264.00	" " "	0.051
Haul from Batch Plant to Mixer	18,926.07	" " "	0.227
Mix, Lay & Finish	17,146.50	" " "	0.206
Curing (Hunt Process	2,827.00	" " "	0.034
Cleanup	2,663.65	" " "	0.032
Haul & Handle Bulk Cement	4,010.88	" " "	0.048
Supervision, Bond & Overhead	8,691.45	" " "	0.104
Cement	79,027.20	" " "	0.949
Aggregate (Production and Stockpiling Cost)	25,100.56	" " "	0.302
Total	$190,741.46	83,235 Sq. Yd.	$2.291

Reese Creek-Antelope Creek

Remarks:

The Portland Cement concrete paving was started May 12th, and finished July 1st, 1947. The batching plant was set up in a convenient location near the stockpiled aggregates alongside a cutbank on a county road. The aggregate was loaded from stockpile with two 3/4 cu. yd. shovels into from four to six 4 cu. yd. trucks and hauled about 500 feet and dumped into the batching bunkers.

Bulk cement was hauled from the Gold Hill cement plant a distance of 16 miles in 30-barrel metal containers. Trucks with semi-trailers hauled two cans, or 60 barrels, per load. Dump trucks hauled one can, or 30 barrels, per load. The cement was unloaded and dumped into the batching bunker by means of a LeTourneau hoist operated with a D8 tractor.

The batched material was hauled from batching plant to mixer in 8 to 15 trucks, two batches per load, an average distance of 4 miles.

A 34E dual-drum Koehring mixer, Blaw-Knox strikeoff maching, Johnson mechanical bullfloat and steel forms were used for paving. A 105 cubic foot compressor and air hammers were used for driving steel pins used in laying forms. The Hunt Process was used in curing concrete pavement.

There were many delays while paving due to rain, breakdowns, moving and waiting for subgrade and forms. The elapsed working time was forty-three 8-hour days, or 364 hours, of which 211 hours, or 58%, was operating time and 153 hours, or 42%, was lost time. These delays materially increased the cost of paving.

Production was excellent for the operating time. 83,235 Sq. yds. of 8-inch concrete pavement were laid in 211 operating hours, an average of 394 sq. yds. per hour.

The personnel for concrete paving operations was as follows:

Supervision:

1 Superintendent
2 Foremen
1 Bookkeeper

Skilled:

2 Motor Grader Operators
1 Tractor Operator
2 Mechanics
1 Mixer Operator
1 Finishing Machine Operator
1 Bullfloat Operator
6 Cement Finishers
2 Shovel Operators
2 Roller Operators

Intermediate:

2 Oilers
28 Truck Drivers
2 Air Hammer Operators
3 Form Setters
1 Batch Weighman
1 Spray Machine Operator (Curing)

Unskilled:

26 Laborers

(Regular work day 8 hours. Regular work week 6 days.)

The equipment used for concrete paving operations was as follows:

2 - 3/4 Cu. Yd. Shovels
24 - Ford and Chevrolet Trucks 4 to 6 Cu. Yd.
2 - 1,000-Gal. Water Trucks
2 - Small Water Pumps
2 - Ford Service Trucks
2 - Heavy Motor Graders
2 - 10-Ton Rollers
1 - 34E Koehring Mixer
1 - 12-Foot Blaw Knox Finishing Machine
1 - Johnson Bullfloat
24,000 Lin. Ft. Steel Forms
1 - Spraying Machine
1 - Set Batching Bunkers and Scales
1 - D8 Tractor
1 - LeTourneau Hoist
40 - 30-Barrel Cement Cans
1 - 105 Cu. Ft. Compressor
2 - Air Hammers
1 - Welding Machine
2 - Ford Pickups
2 - Ford Semi-trailer Trucks

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S-47(4)

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November 7, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

(4)

In reply to your letter of November 3, regarding certain information on equipment and personnel organization used on the paving operations under the McNutt Brothers contract on the Reese Creek-Antelope Creek Section of the Crater Lake Highway, S-47 (2), we wish to advise that this report will be made available on or about November 20, and we will provide you with the report as soon as it is available.

Very truly yours,

W. C. Williams
Ass't State Highway Engineer

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

November 3, 1947.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Probert

Dear Sir:

Reference is made to our letter of July 23, 1947 regarding certain information on equipment and personnel organization used on the paving operations under the McNutt Brothers contract on the Reese Creek - Antelope Creek Section of the Crater Lake Highway, Oregon Project No. S-47(2). As the project has been completed for some time now, we would appreciate receiving this data at your earliest convenience.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

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OREGON
STATE HIGHWAY COMMISSION

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MONTANA
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WASHINGTON
FOR FILING

S 47 (4)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

P.O. Box 3900
PORTLAND 8, OREG.

October 21, 1947

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-47(4)
Reese Creek-Eagle Creek Sec.
Crater Lake Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encls.

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OCT [illegible] 1947
OREGON
STATE HIGHWAY COMMISSION

To Com.

10/27/47

RECEIVED
FOR FILING
S-47(4)

October 1, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, seven copies of estimate as basis for project agreement for the Reese Creek-Antelope Creek Section, Project No. S-47 (4).

Very truly yours,

W. C. Williams
Acting State Highway Engineer

JWN:EM

Oregon State Highway Department

Federal Aid Secondary
Project No. S-47 (4)

REESE CREEK-ANTELOPE CREEK SECTION
OF THE CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 26, 1947

Roadway (Sta. 1532+50 to 1695+00) (Sta. 1748+18.55 to 1933+58)
(Contract No. 2806)

All Required		Clearing and Grubbing (98%)		$ 12,740.00
3,960	cu. yds.	Trench Excavation, Unclassified	$ 3.00	11,880.00
4,000	cu. yds.	Borrow Excavation, Unclassified	1.10	4,400.00
189,300	cu. yds.	General Excavation, Unclassified	0.43	81,399.00
600,000	yd. sta.	Short Overhaul	0.015	9,000.00
10,000	C-yd. sta.	Long Overhaul	0.50	5,000.00
21,000	lin. ft.	Rounding Cutbanks	0.15	3,150.00
6.53	miles	Finishing Roadbed and Slopes	500.00	3,265.00
130	lin. ft.	12-inch Concrete Pipe	1.75	227.50
3,600	lin. ft.	18-inch Concrete Pipe	3.25	11,700.00
550	lin. ft.	24-inch Concrete Pipe	4.50	2,475.00
120	lin. ft.	36-inch Concrete Pipe	8.25	990.00
1,700	lin. ft.	18-inch Concrete Siphon Pipe	4.50	7,650.00
300	lin. ft.	8-inch Perforated Corrugated Metal Pipe	1.25	375.00
230	lin. ft.	Salvaging Culvert Pipe	1.50	345.00
50	cu. yds.	Rock or Gravel Backfill in Drains	5.00	250.00
100	cu. yds.	Class "A" Concrete in Miscellaneous Structures	50.00	5,000.00
2	M-FBM	Lumber in Flume	200.00	400.00
750	lin. ft.	Spring Bracket Guard Rail with Wood Posts	1.75	1,312.50
250	cu. yds.	Class "A" Concrete in Box Culvert	50.00	12,500.00
39,000	lbs.	Metal Reinforcement	0.07	2,730.00
71,500	cu. yds.	Selected Roadbed Topping	0.50	35,750.00
196,000	yd. mi.	Hauling Roadbed Topping	0.12	23,520.00
8,950	cu. yds.	3/4" - 0" Gravel in Leveling Course and Shoulders	3.00	26,850.00
1,900	cu. yds.	½" - 0" Materials in Cushion Course	3.50	6,650.00
1,650	M-gals.	Sprinkling	2.00	3,300.00
86,000	sq. yds.	Portland Cement Concrete Pavement	2.45	210,700.00
150	lin. ft.	Expansion Joints in Pavement	0.40	60.00
52,000	lin. ft.	Contraction Joints	0.03	1,560.00

47,000	lbs.	Tie Bars and Reinforcement	$ 0.07	$ 3,290.00
60	hours	Roadside Grading With Bulldozer	12.50	750.00
60	hours	Roadside Grading With Blade Grader	8.50	510.00
30	hours	Roadside Grading With Scraper and Tractor	15.00	450.00
40	acres	Seeding	25.00	1,000.00
		Subtotal		$490,879.00
		10% Engr. & Cont.		49,087.90
		Total		$539,966.90

BRIDGES (Contract No. 2206)

Reese Creek Bridge

All Required		Preparation of Old Bridge and Provision for Traffic		$ 1,800.00
All Required		Shoring, Cribbing, Etc.		800.00
275	cu. yds.	Structural Excavation	$ 8.00	2,200.00
10	cu. yds.	Structural Excavation Below Elevations Shown	10.00	100.00
240	cu. yds.	Class "A" Concrete	60.00	14,400.00
33,600	lbs.	Metal Reinforcement	0.10	3,360.00
140	lin. ft.	Metal Handrail	11.00	1,540.00
				$ 24,200.00

Little Butte Creek Bridge

All Required		Preparation of Old Bridge and Provision for Traffic		$ 10,000.00
All Required		Shoring, Cribbing, Etc.		1,200.00
175	cu. yds.	Structural Excavation	$ 12.00	2,100.00
10	cu. yds.	Structural Excavation Below Elevations Shown	12.00	120.00
260	cu. yds.	Class "A" Concrete	56.00	14,560.00
46,000	lbs.	Metal Reinforcement	0.10	4,600.00
320	lin. ft.	Metal Handrail	11.00	3,520.00
				$ 36,100.00

Antelope Creek Bridge

All Required		Preparation of Old Bridge and Provision for Traffic		$ 1,500.00
All Required		Shoring, Cribbing, Etc.		750.00
470	cu. yds.	Structural Excavation	$ 10.00	4,700.00
20	cu. yds.	Structural Excavation Below Elevations Shown	10.00	200.00

240	cu. yds.	Class "A" Concrete	$ 60.00	$ 14,400.00
34,000	lbs.	Metal Reinforcement	0.10	3,400.00
180	lin. ft.	Metal Handrail	11.00	1,980.00
				$ 26,930.00
			Subtotal	$ 87,230.00
			10% Engr. & Cont.	8,723.00
			Total	$ 95,953.00

Length of Roadway	6.533 miles
Length of 3 Bridges	.055 mile
Total Length	6.588 miles
Cost per mile, Roadway	$82,652.21

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$539,966.90	$308,737.00	$231,229.90
Bridges	95,953.00	54,863.00	41,090.00
	$635,919.90	$363,600.00	$272,319.90

State Funds for Constr.: Chapter 175, laws 1917; Chapter 31, laws 1920;
Chapter 529, laws 1939
State Funds for Maint.: Chapter 529, laws 1939

April 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement for the Reese Creek-Antelope Creek Section, Project No. S-47 (4).

Six bid proposals, six copies of standard bridge specifications and six sets of blue line plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-47 (4)

REESE CREEK-ANTELOPE CREEK SECTION

OF THE CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 25, 1946

All Required	Lands, Rights of Way, Easements, Etc.		$ 10,000.00

Roadway (Sta. 1532+50 to 1695+00)(Sta. 1748+18.55 to 1933+58)
(Low Bid Prices)

All Required		Clearing and Grubbing (9[illegible])		$ 12,740.00
3,860	cu. yds.	Trench Excavation, Unclassified	$ 3.00	11,580.00
4,000	cu. yds.	Borrow Excavation, Unclassified	1.10	4,400.00
189,300	cu. yds.	General Excavation, Unclassified	0.43	81,399.00
600,000	yd. st.	Short Overhaul	0.015	9,000.00
10,000	C-yd. sta.	Long Overhaul	0.50	5,000.00
21,000	lin. ft.	Rounding Cutbanks	0.15	3,150.00
6.53	miles	Finishing Roadbed and Slopes	500.00	3,265.00
130	lin. ft.	12" Concrete Pipe	1.75	227.50
3,600	lin. ft.	18" Concrete Pipe	3.25	11,700.00
550	lin. ft.	24" Concrete Pipe	4.50	2,475.00
120	lin. ft.	36" Concrete Pipe	8.25	990.00
1,700	lin. ft.	18" Concrete Siphon Pipe	4.50	7,650.00
300	lin. ft.	8" Perforated Corr. Metal Pipe	1.25	375.00
230	lin. ft.	Salvaging Culvert Pipe	1.50	345.00
50	cu. yds.	Rock or Gravel Backfill in Drains	5.00	250.00
100	cu. yds.	Class "A" Concrete in Miscellaneous Structures	50.00	5,000.00
2	M-FBM	Lumber in Flume	200.00	400.00
750	lin. ft.	Spring Bracket Guard Rail With Wood Posts	1.75	1,312.50
250	cu. yds.	Class "A" Concrete in Box Culvert	50.00	12,500.00
39,000	lbs.	Metal Reinforcement	0.07	2,730.00
71,500	cu. yds.	Selected Roadbed Topping	0.50	35,750.00
196,000	yd. mi.	Hauling Roadbed Topping	0.12	23,520.00
8,950	cu. yds.	3/4" - 0" Gravel in Leveling Course and Shoulders	3.00	26,850.00
1,900	cu. yds.	½" - 0" Materials in Cushion Course	3.50	6,650.00

1,650	M-gals.	Sprinkling	$ 2.00	$ 3,300.00
86,000	sq. yds.	Portland Cement Concrete Pavement	2.45	210,700.00
150	lin. ft.	Expansion Joints in Pavement	0.40	60.00
52,000	lin. ft.	Contraction Joints	0.03	1,560.00
47,000	lbs.	Tie Bars and Reinforcement	0.07	3,290.00
60	hours	Roadside Grading With Bulldozer	12.50	750.00
60	hours	Roadside Grading With Blade Grader	8.50	510.00
30	hours	Roadside Grading With Scraper and Tractor	15.00	450.00
40	acres	Seeding	25.00	1,000.00
			Subtotal	$490,879.00
			10% Engr. & Cont.	49,087.90
			Total	$539,966.90

BRIDGES

Reese Creek Bridge

All Required		Preparation of Old Bridge and Provision for Traffic		$ 2,500.00
All Required		Shoring, Cribbing, Etc.		750.00
275	cu. yds.	Structural Excavation	$ 5.00	1,375.00
10	cu. yds.	Structural Excavation Below Elevations Shown	10.00	100.00
240	cu. yds.	Class "A" Concrete	38.00	9,120.00
33,600	lbs.	Metal Reinforcement	0.07	2,352.00
140	lin. ft.	Metal Handrail	8.00	1,120.00
				$ 17,317.00

Little Butte Creek Bridge

All Required		Preparation of Old Bridge and Provision for Traffic		$ 7,000.00
All Required		Shoring, Cribbing, Etc.		750.00
175	cu. yds.	Structural Excavation	$ 5.00	875.00
10	cu. yds.	Structural Excavation Below Elevations Shown	10.00	100.00
260	cu. yds.	Class "A" Concrete	38.00	9,880.00
46,000	lbs.	Metal Reinforcement	0.07	3,220.00
320	lin. ft.	Metal Handrail	8.00	2,560.00
				$ 24,385.00

Antelope Creek Bridge

All Required		Preparation of Old Bridge and Provision for Traffic		$ 2,500.00
All Required		Shoring, Cribbing, Etc.		750.00
470	cu. yds.	Structural Excavation	$ 5.00	2,350.00
20	cu. yds.	Structural Excavation Below Elevations Shown	10.00	200.00
240	cu. yds.	Class "A" Concrete	38.00	9,120.00
34,000	lbs.	Metal Reinforcement	0.07	2,380.00
180	lin. ft.	Metal Handrail	8.00	1,440.00
				$ 18,740.00
			Subtotal	$ 60,442.00
			10% Engr. and Cont.	6,044.20
			Total	$ 66,486.20

Length of Roadway	6.533 miles
Length of 3 Bridges	.055 mile
Total Length	6.588 miles
Cost per mile, Roadway	$82,652.21

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Lands, Rights of Way, Etc.	$ 10,000.00	$ 4,900.00	$ 5,100.00
Roadway	539,966.90	258,296.00	281,670.90
Bridges	66,486.20	31,804.00	34,682.20
	$616,453.10	$295,000.00	$321,453.10

April 2, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, seven copies of estimate and six copies of bid proposal for the Reese Creek-Antelope Creek Section, Project No. S-47 (4).

These papers have been revised by elimination of the bid item of "Detour Bridge" for the reason that the item is more applicable to the construction of the bridge over Little Butte Creek. Bids for construction of this bridge will be opened at a later date and construction of the detour bridge will be included as a part of that contract.

It is requested the item of "Detour Bridge" be deleted in the summary sheet of the plans which you now have. Revised copies of the plan summary sheet will be sent later.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Oregon State Highway Department

Federal Aid Secondary
Project No. S-47 (4)

REESE CREEK-ANTELOPE CREEK SECTION

OF THE CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 2, 1946

All Required	Lands, Rights of Way, Easements, Etc.		$ 10,000.00

Roadway (Sta. 1532+50 to 1695+00)(Sta. 1748+18.55 to 1933+58)

All Required		Clearing and Grubbing		$ 7,000.00
3,860	cu. yds.	Trench Excavation, Unclassified	$ 3.00	11,580.00
4,000	cu. yds.	Borrow Excavation, Unclassified	0.40	1,600.00
189,300	cu. yds.	General Excavation, Unclassified	0.45	85,185.00
600,000	yd. stas.	Short Overhaul	0.015	9,000.00
10,000	C-yd. stas.	Long Overhaul	0.40	4,000.00
21,000	lin. ft.	Rounding Cutbanks	0.10	2,100.00
6.53	miles	Finishing Roadbed and Slopes	400.00	2,612.00
130	lin. ft.	12" Concrete Pipe	2.00	260.00
3,600	lin. ft.	18" Concrete Pipe	3.00	10,800.00
550	lin. ft.	24" Concrete Pipe	4.50	2,475.00
120	lin. ft.	36" Concrete Pipe	8.00	960.00
1,700	lin. ft.	18" Concrete Siphon Pipe	3.50	5,950.00
300	lin. ft.	8" Perforated Corr. Metal Pipe	1.25	375.00
230	lin. ft.	Salvaging Culvert Pipe	1.00	230.00
50	cu. yds.	Rock or Gravel Backfill in Drains	4.00	200.00
100	cu.yds.	Class "A" Concrete in Miscellaneous Structures	50.00	5,000.00
2	M-FBM	Lumber in Flume	100.00	200.00
750	lin. ft.	Spring Bracket Guard Rail With Wood Posts	3.00	2,250.00
250	cu. yds.	Class "A" Concrete in Box Culvert	40.00	10,000.00
39,000	lbs.	Metal Reinforcement	0.08	3,120.00
71,500	cu. yds.	Selected Roadbed Topping	0.40	28,600.00
196,000	yd. mi.	Hauling Roadbed Topping	0.15	29,400.00
8,950	cu. yds.	3/4" - 0" Gravel in Leveling Course and Shoulders	2.50	22,375.00
1,900	cu. yds.	½" - 0" Materials in Cushion Course	2.50	4,750.00
1,650	M-gals.	Sprinkling	2.00	3,300.00
86,000	sq. yds.	Portland Cement Concrete Pavement	2.30	197,800.00

150	lin. ft.	Expansion Joints in Pavement	$ 0.30	$ 45.00
52,000	lin. ft.	Contraction Joints	0.04	2,080.00
47,000	lbs.	Tie Bars and Reinforcement	0.08	3,760.00
60	hours	Roadside Grading With Bulldozer	10.00	600.00
60	hours	Roadside Grading With Blade Grader	8.00	480.00
30	hours	Roadside Grading With Scraper and Tractor	10.00	300.00
40	acres	Seeding	40.00	1,600.00
			Subtotal	$459,987.00
			10% Engr. & Cont.	45,998.70
			Total	$505,985.70

Length of Roadway	6.533 miles
Length of 3 Bridges	.055 mile
Total Length	6.588 miles
Cost per mile, Roadway	$77,450.74

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Lands, Rights of Way, Etc.	$ 10,000.00	$ 4,900.00	$ 5,100.00
Roadway	505,985.70	290,100.00	215,885.70
	$515,985.70	$295,000.00	$220,985.70

Oregon State Highway Department

Federal Aid Secondary
Project No. S-47 (4)

REESE CREEK-ANTELOPE CREEK SECTION

OF THE CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, ~~March 14~~, 1946

All Required		Lands, Rights of Way, Easements, Etc.		$ 10,000.00

Roadway (Sta. 1572+50 to 1695+00)(Sta. 1748+18.55 to 1933+58)

All Required		Clearing and Grubbing		$ 7,000.00
3,860	cu. yds.	Trench Excavation, Unclassified	$ 3.00	11,580.00
4,000	cu. yds.	Borrow Excavation, Unclassified	.40	1,600.00
189,300	cu. yds.	General Excavation, Unclassified	.45	85,185.00
600,000	yd. stas.	Short Overhaul	.015	9,000.00
10,000	C-yd.stas.	Long Overhaul	.40	4,000.00
21,000	lin. ft.	Rounding Cutbanks	.10	2,100.00
6.53	miles	Finishing Roadbed and Slopes	400.00	2,612.00
130	lin. ft.	12" Concrete Pipe	2.00	260.00
3,600	lin. ft.	18" Concrete Pipe	3.00	10,800.00
550	lin. ft.	24" Concrete Pipe	4.50	2,475.00
120	lin. ft.	36" Concrete Pipe	8.00	960.00
1,700	lin. ft.	18" Concrete Siphon Pipe	3.50	5,950.00
300	lin. ft.	8" Perforated Corr. Metal Pipe	1.25	375.00
230	lin. ft.	Salvaging Culvert Pipe	1.00	230.00
50	cu. yds.	Rock or Gravel Backfill in Drains	4.00	200.00
100	cu. yds.	Class "A" Concrete in Miscellaneous Structures	50.00	5,000.00
2	M-FBM	Lumber in Flume	100.00	200.00
750	lin. ft.	Spring Bracket Guard Rail With Wood Posts	3.00	2,250.00
250	cu. yds.	Class "A" Concrete in Box Culvert	40.00	10,000.00
39,000	lbs.	Metal Reinforcement	.08	3,120.00
~~All Required~~		~~Detour Bridge~~		~~1,000.00~~
71,500	cu. yds.	Selected Roadbed Topping	.40	28,600.00
196,000	yd. mi.	Hauling Roadbed Topping	.15	29,400.00
8,950	cu. yds.	3/4" - 0" Gravel in Leveling Course and Shoulders	2.50	22,375.00
1,900	cu. yds.	½" - 0" Materials in Cushion Course	2.50	4,750.00
1,650	M-gals.	Sprinkling	2.00	3,300.00

86,000	sq. yds.	Portland Cement Concrete Pavement	$2.30	$197,800.00	
150	lin. ft.	Expansion Joints in Pavement	.30	45.00	
52,000	lin. ft.	Contraction Joints	.04	2,080.00	
47,000	lbs.	Tie Bars and Reinforcement	.08	3,760.00	
60	hours	Roadside Grading With Bulldozer	10.00	600.00	
60	hours	Roadside Grading With Blade Grader	8.00	480.00	
30	hours	Roadside Grading With Scraper and Tractor	10.00	300.00	
40	acres	Seeding	40.00	1,600.00	
		Subtotal		~~$460,987.00~~	459 987.00
		10% Engr. & Cont.		~~46,098.70~~	45 998.70
		Total		~~$507,085.70~~	505,985.70

Length of Roadway 6.533 miles
Length of 3 Bridges .055 mile
Total Length 6.588 miles
Cost per mile, Roadway ~~$77,619.11~~ 77,450.74

SUMMARY OF FUNDS

Item		Total Cost	Federal Aid Funds	State Funds	
Lands, Rights of Way, Etc.		$ 10,000.00	$ 4,900.00	$ 5,100.00	
Roadway	505,985.70	~~507,085.70~~	290,100.00	~~216,985.70~~	215,885.70
		~~$517,085.70~~ 515985.70	$295,000.00	~~$222,085.70~~	220,985.70

March 16, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of special provision pages numbers 13 and 35 and bid item sheet number 2 for the Reese Creek-Antelope Creek Section, Project No. S-47 (4).

In paragraph four under the sub-head "Measurement and Payment," page 13, the designation of the bid item has been changed to read "Trench Excavation, Unclassified."

In the third line of paragraph number one on page 35 under the sub-head "Provision for Traffic" the station description 1996+00 has been corrected to read 1896+00.

On bid item sheet number 2, the word "Coated" has been added to bid item number 14.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS
Encl.

REESE CREEK-ANTELOPE CREEK, BRIDGES

PROJECT NO. S-47 (4)

All necessary rights of way have been acquired for these structures.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 26, 1946

March 14, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing two copies of summary of completed federal aid work for the Reese Creek-Antelope Creek Section, Project No. S-47 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

SUMMARY OF FEDERAL AID WORK

REESE CREEK-ANTELOPE CREEK SECTION

PROJECT NO. S-47 (4)

Former		Present			Length	
Section	Type	Type	Width	Station to Station	Former	Present
NRS 47-A	351	703	22	(1531+85.0-NRS 47-A) = 1532+50 to 1695+00 = (1695+00-NRS 47-A) (1721+40-NRS 47-A) = 1721+40 = 1748+18.55 to 1890+33.0 = (1866+05.0-NRS 47-A)	5.808	5.758
NRS 47-A	501	703	22	(1867+56.37-NRS 47-A) = 1891+83.0 to 1933+58.0 = (1938+68.0-NRS 47-A)	.871	.775
		950	950	Sta. 1585+17.4 to 1585+77.4	.011	.011
		922	950	Sta. 1890+33.0 to 1891+83.0	.029	.029
		950	950	Sta. 1931+75.6 to 1932+55.6	.015	.015

Note: Bridges are to be constructed under later contract.

March 14, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are submitting the following P. S. & E. papers for the Reese Creek-Antelope Creek Section, Project No. S-47 (4).

Seven copies of estimate
Four copies of right of way statement
Six bid proposals
One set of blueprint plans

The landscaping work to be performed on this project is the rounding of cutbanks and the seeding of cut and fill slopes where necessary for prevention of erosion. This work is to be done under the proposed grading and paving project.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

REESE CREEK-ANTELOPE CREEK SECTION

PROJECT NO. S-47 (4)

While negotiations for rights of way are in progress 40 parcels have not been acquired, nor has the right to occupy and use the parcels been secured, but it is now believed that all necessary rights of way can be fully acquired within 21 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 14, 1946

February 26, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of revised estimate for the Reese Creek-Antelope Creek Section, Project No. S-47 (4), which estimate contains revised unit prices for the bridges included in the project.

Six bid proposals are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-47 (4)

REESE CREEK-ANTELOPE CREEK SECTION
OF THE CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 26, 1947

Roadway (Sta. 1532+50 to 1695+00)(Sta. 1748+18.55 to 1937+58)
(Low Bid Prices)

All Required		Clearing and Grubbing (98%)		$ 12,740.00
3,860	cu. yds.	Trench Excavation, Unclassified	$ 3.00	11,580.00
4,000	cu. yds.	Borrow Excavation, Unclassified	1.10	4,400.00
189,300	cu. yds.	General Excavation, Unclassified	0.43	81,399.00
600,000	yd. sta.	Short Overhaul	0.015	9,000.00
10,000	C-yd. sta.	Long Overhaul	0.50	5,000.00
21,000	lin. ft.	Rounding Cutbanks	0.15	3,150.00
6.53	miles	Finishing Roadbed and Slopes	500.00	3,265.00
130	lin. ft.	12" Concrete Pipe	1.75	227.50
3,600	lin. ft.	18" Concrete Pipe	3.25	11,700.00
550	lin. ft.	24" Concrete Pipe	4.50	2,475.00
120	lin. ft.	36" Concrete Pipe	8.25	990.00
1,700	lin. ft.	18" Concrete Siphon Pipe	4.50	7,650.00
300	lin. ft.	8" Perforated Corr. Metal Pipe	1.25	375.00
230	lin. ft.	Salvaging Culvert Pipe	1.50	345.00
50	cu. yds.	Rock or Gravel Backfill in Drains	5.00	250.00
100	cu. yds.	Class "A" Concrete in Miscellaneous Structures	50.00	5,000.00
2	M-FBM	Lumber in Flume	200.00	400.00
750	lin. ft.	Spring Bracket Guard Rail With Wood Posts	1.75	1,312.50
250	cu. yds.	Class "A" Concrete in Box Culvert	50.00	12,500.00
39,000	lbs.	Metal Reinforcement	0.07	2,730.00
71,500	cu. yds.	Selected Roadbed Topping	0.50	35,750.00
196,000	yd. mi.	Hauling Roadbed Topping	0.12	23,520.00
8,950	cu. yds.	3/4" - 0" Gravel in Leveling Course and Shoulders	3.00	26,850.00
1,900	cu. yds.	½" - 0" Materials in Cushion Course	3.50	6,650.00
1,650	M-gals.	Sprinkling	2.00	3,300.00
86,000	sq. yds.	Portland Cement Concrete Pavement	2.45	210,700.00
150	lin. ft.	Expansion Joints in Pavement	0.40	60.00
52,000	lin. ft.	Contraction Joints	0.03	1,560.00

47,000	lbs.	Tie Bars and Reinforcement	$ 0.07	$ 3,290.00
60	hours	Roadside Grading With Bulldozer	12.50	750.00
60	hours	Roadside Grading With Blade Grader	8.50	510.00
30	hours	Roadside Grading With Scraper and Tractor	15.00	450.00
40	acres	Seeding	25.00	1,000.00
			Subtotal	$490,879.00
			10% Engr. & Cont.	49,087.90
			Total	$539,966.90

BRIDGES

Reese Creek Bridge

All Required		Preparation of Old Bridge and Provision for Traffic		$ 3,200.00
All Required		Shoring, Cribbing, Etc.		1,350.00
275	cu. yds.	Structural Excavation	$ 7.00	1,925.00
10	cu. yds.	Structural Excavation Below Elevations Shown	10.00	100.00
240	cu. yds.	Class "A" Concrete	55.00	13,200.00
33,600	lbs.	Metal Reinforcement	0.11	3,696.00
140	lin. ft.	Metal Handrail	10.00	1,400.00
				$ 24,871.00

Little Butte Creek Bridge

All Required		Preparation of Old Bridge and Provision for Traffic		$ 12,000.00
All Required		Shoring, Cribbing, Etc.		1,200.00
175	cu. yds.	Structural Excavation	$ 7.00	1,225.00
10	cu. yds.	Structural Excavation Below Elevations Shown	10.00	100.00
260	cu. yds.	Class "A" Concrete	55.00	14,300.00
46,000	lbs.	Metal Reinforcement	0.11	5,060.00
320	lin. ft.	Metal Handrail	10.00	3,200.00
				$ 37,085.00

Antelope Creek Bridge

All Required		Preparation of Old Bridge and Provision for Traffic		$ 3,200.00
All Required		Shoring, Cribbing, Etc.		1,600.00
470	cu. yds.	Structural Excavation	$ 7.00	3,290.00

20	cu. yds.	Structural Excavation Below Elevations Shown	$ 10.00	$ 200.00
240	cu. yds.	Class "A" Concrete	55.00	13,200.00
34,000	lbs.	Metal Reinforcement	0.11	3,740.00
180	lin. ft.	Metal Handrail	10.00	1,800.00
				$ 27,030.00
			Subtotal	$ 88,986.00
			10% Engr. & Cont.	8,898.60
			Total	$ 97,884.60

Length of Roadway	6.533 miles
Length of 3 Bridges	.055 mile
Total Length	6.588 miles
Cost per mile, Roadway	$82,652.21

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$539,966.90	$307,802.00	$232,164.90
Bridges	97,884.60	55,798.00	42,086.60
	$637,851.50	$363,600.00	$274,251.50

RECEIVED
SEP 30 1947
FOR FILING

S-47(4)

September 29, 1947

General Casualty Company
Mansfield & Company, Agent
302 Lewis Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to release to McNutt Brothers a portion of the funds that heretofore have been retained by the Commission, in connection with contract 2806 for grading and paving on the Reese Creek-Antelope Creek Section of Crater Lake Highway in Jackson County. This payment, which is in the amount of $24,864.82, reduces the amount of the retained percentage to 3% of the total amount earned by the contractors, or the sum of $14,186.98. The present payment to the contractors will be made on or after October 9, 1947.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is given you because our records show that the General Casualty Company is surety on the bond furnished McNutt Brothers, in connection with the above mentioned contract. Please adknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm.

NOTED ON CARD

9-29-47, gl

Form E-1—5M—7-46

S-47(4)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 30, 1947

Section	Reese Cr. - Antelope Cr.	Kind of work	Grading and Paving
Highway	Crater Lake	Section prefix	15-1139
Contractor	McNutt Bros.	Contract number	2806
Date of contract	May 14, 1946	Date of completion	Aug. 31, 1947
Date work started	June 21, 1946	Estimated date of completion	Aug. 31, 1947
Amount of contract	$492,280.00	Per cent of time elapsed	99.8 %

Estimated cost of completed project, exclusive of engineering $514,051.20

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $27,200, 5.53 %

Date project was completed Aug. 29, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this project was completed Aug. 29th.

Two men finished painting black paint on the guard fence posts.

Seeded slope areas on project where grass had not already re-seeded during the summer.

State paving crew finished at Butte Falls Intersection and put on seal at road conncetion 1527 to 1532 + 50, 1852 to 1861 and Eagle Point Intersection Station 1886.

State oiling crew oiled detour station 1887 to 1895 and between ends of pavement at Reese Creek Bridge.

NOTED
E. A. PEASE
SEP 2 1947

NOTED
H. W. LIBBY

Signed W.B. Merrell, Res. Engr.

Address P. O. Box 1122, Medford, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.65	6.65			6.65
Miles partially completed					
Miles completed	6.65	6.65			6.65
Total estimated quantities	173,000	Including topping and shoulder 81,000 Material)			84,160
Estimated quantities moved or placed to date	169,630	72,620			83,237
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	Cloudy		
Wednesday	Clear		
Thursday	Cloudy		
Friday	"		
Saturday			

STATE PRINTING DEPT.

RECEIVED
AUG 8 1947
FOR FILING

S-47-(4)

August 1, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of July 23, requesting that we provide cost analysis information on the McNutt Brothers contract on the Reese Creek-Antelope Creek Section of the Crater Lake Highway, Oregon Project S-47 (2). 37

This project has not been completed as yet, and it will be several weeks before the Cost Analysis Department have all of the pertinent information necessary to prepare a report. They have been asked to prepare this report as soon as all necessary information is available, and we will be pleased to provide you with a copy as soon as we receive the data.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith

5062

RECORD OF ASSIGNMENT

DESCRIPTION: Let of July 23 from T.M.Davis re equipment, personnel organization etc, on concrete paving project,

DATE: JULY 29, 1947 **ASSIGNED TO:** SMITH

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(Please prepare reply for my signature
X (Please prepare the report.

REPORT RECEIVED: 8-1-47 HZ

REMARKS:

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. Box 3900
[redacted]
PORTLAND 8, OREGON

July 23, 1947.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Recently we obtained information regarding the equipment and personnel organization used and the quantity of work accomplished under average working conditions on a grading and a bituminous surfacing project from your cost accounting section.

As similar information is desired on a concrete paving project, it will be appreciated if you can supply it for the paving operations under the McNutt Brothers Contract on the Reese Creek - Antelope Creek Section of the Crater Lake Highway, Oregon Project No. S-47(2).

As you may not recall just what data was furnished previously, it is outlined below:

Calendar days in period covered (exclusive of extended shutdowns).
Hours worked regularly per day and per week.
Equipment; type, capacity and number of units.
Personnel; number for administrative and supervision, each principal craft and unskilled.
Quantities of work produced during the period.
Source of aggregates, cement, etc.
Cost data if available.

Very truly yours,

T. [illegible]. DAVIS
District Engineer.

RECEIVED
JUL 24 1947
OREGON
STATE HIGHWAY COMMISSION

JUL 28 1947

RECEIVED
JUL 21 1947
FOR FILING

S-47(4)

#2806

July 7, 1947

McNutt Bros., Contractors
351½ East Broadway
Eugene, Oregon

Attention: Mr. Earl L. McNutt

Gentlemen:

Reference is made to your telephone call concerning monthly payments on the Reese Creek-Antelope Creek Project and Glendale Junction-Wolf Creek Project.

Vouchers for these payments are now out for signing by the Highway Commissioners. We expect them back by Thursday or Friday and will do what we can to expedite their passage through the Office of the Secretary of State. As nearly as we can tell now, the warrants should be mailed to you about Tuesday.

Final estimate for the Wolf Creek-Grave Creek Project has had to be returned to Resident Engineer Roberts for check on some corrections made here. Final voucher will be issued as soon as the estimate is received back.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

[redacted]

RECEIVED
JUL 1 1947
FOR FILING

S-47(4)

June 19th, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We attribute the low test reports for concrete cylinders on Oregon Project No. S-47(4), Reese Creek-Antelope Creek Section of the Crater Lake Highway, to the method of curing the cylinders themselves. Inasmuch as the pavement is being cured by liquid membrane coating, we felt that the cylinders should be cured in the same manner. However, upon investigation we suspect that the cure was not applied to the cylinders immediately as it was to the pavement and to determine this we have been curing two sets of cylinders for the past several days. One set is being cured by liquid membrane coating and the other in damp sand.

In addition to our investigation of the cylinders themselves, we have increased the cement content from 1.46 bbl. per yard to 1.55 bbl. per yard in a redesign mix by the Materials Engineer.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

M. O. Smith, Acting

MOS:AB

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

[redacted]
PORTLAND 8, OREGON

June 17, 1947.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are in receipt of a considerable number of 28 day concrete cylinder test reports on Oregon Project No. S-47(4), The Reese Creek-Antelope Creek Section of the Crater Lake Highway that show strengths less than specification requirements.

Please advise at your early convenience the cause of this condition if known, and the action that is being taken to obtain satisfactory cylinder strengths.

Very truly yours,

T. M. DAVIS
District Engineer.

RECEIVED
JUN 19 1947
OREGON
STATE HIGHWAY COMMISSION

EARL L. McNUTT
RES. PHONE 313

J. IRA "JACK" McNUTT
RES. PHONE 221

McNUTT BROS.
GENERAL CONTRACTORS
TELEPHONE 608
EUGENE, OREGON

RECEIVED
MAY 8 1947
FOR FILING

5-47-4

#4[illegible]

REF[illegible] TO
HG Smith
[illegible] Chief [illegible]
Seems we should
answer this

May 2, 1947

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Regards your letter of April 30. I believe your information as to starting date of paving #2806, Crater Lake Highway, has been correct as we are starting to receive cement on schedule. The only thing that will keep us from doing so, could be due to shortage of field engineers enough to give us grade stakes for form setting crew.

I wish to say that this entire contract would have been completed last November, except you never got utilities off of the right of way, so that we could do the grading work. We worked along on a one shift basis all last summer waiting for power lines and telephone lines to be gotten off of the right of way. The last of the poles were gotten off the right of way during the two weeks layoff at Christmas time.

Regards Glendale-Wolf Creek project #2845, a section of power poles are now in our way at town of Wolf Creek area, understand State has not completed right of way negotiations with power people.

Hope we do not have to shut down cat outfit on account of same.

1947

Respectfully yours,

McNutt Brothers

J Ira McNutt

J. Ira McNutt

RECEIVED
MAY 5 1947
OREGON
STATE HIGHWAY COMMISSION

cc: H.G. Smith
K. D. Lytle

4810

RECORD OF ASSIGNMENT

CRIPTION: Let of May 2 from McNutt Bros. re paving work on Crater Lake Hwy & Glendale-Wolf Creek project

DATE: MAY 6, 1947 ASSIGNED TO: SMITH

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(Please prepare reply for my signature
X (Seems we should answer this.

REPORT RECEIVED:

REMARKS:

4810

CEIVED
MAY 1 1947
FOR FILING

5-47-4

April 30, 1947

McNutt Bros.
351½ E. Broadway
Eugene, Oregon

Gentlemen:

I have been informed several times that you would start paving operations on the Crater Lake Highway north of Medford by the fourth of May, but our last reports indicate that you are again postponing the actual paving operations.

I would appreciate it very much if you would give this your personal attention and get the work under way. Your contract specified that the portion of the work between Stations 1671+50 and 1860 should be topped and paved at the earliest possible date, which was assumed to be last fall. The people of this vicinity have been very patient with the torn-up condition of the road but are now expecting a more active prosecution of the work. In addition, I am very fearful that your delay will complicate the cement situation and disrupt other jobs which are scheduled to start about June first.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith
K. D. Lytle

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
MAR 13 1947
FOR FILING

S-47(4)

March 12, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon Project S-47(4), Reese Creek-Antelope Creek Section of the Crater Lake Highway.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L Caufield
L. [illegible] Caufield
Principal Highway Engineer

Encl.

RECEIVED
MAR 13 1947
OREGON
STATE HIGHWAY COMMISSION

For

RECEIVED
FEB 28 1947
FOR FILING

S-47(4)

February 26, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of revised estimate for the Reese Creek-Antelope Creek Section, Project No. S-47 (4), which estimate contains revised unit prices for the bridges included in the project.

Six bid proposals are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
NOV 19 1946
FOR FILING

5-47-4
[illegible]

November 18, 1946

McNutt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We are informed, by a representative of the Masons Supply Company, that the contraction joint material which you ordered for the Boone Creek-Antelope Creek Project on the Crater Lake Highway, from their Company, was shipped by the Keystone Manufacturing Company, and is now on hand on your project. However, they state that in place of the materials which you ordered, and which conform to our standard specifications, the Keystone people inadvertently sent you asphaltic mastic board of the same dimension. This is your authority to substitute the asphaltic mastic board for the type of filler called for in the standard specifications, provided that there will be no increase in the cost to the State Highway Commission for this item.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

cc: K. D. Lytle
Glenn Roberts
Masons Supply Company - Attention: Claude L. Smith
2637 S. E. 12th Avenue
Portland 2, Oregon

RECEIVED
JAN 6 1947
FOR FILING

S-47-4

December 30, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of December 20, 1946, concerning the State Force Work Order submitted on December 10, 1946, for your approval, which order covers the construction of a new highway crossing with the Medford Corporation's railroad at station 1880+02 on the Reese Creek-Antelope Creek Section, Project No. S-47 (4).

Please be advised no change is required in the alignment or grade of the railroad as the new highway grade conforms to the present railroad tracks and all work required is covered in the P.U.C. Oregon Order No. 16088, copies of which were sent to you with our letter of December 10, 1946. Accordingly no formal agreement was executed with the Medford Corporation.

Mention was made in your letter concerning the item of new creosoted ties. The cost of these, of course, would not be eligible for reimbursement under the terms of G.A.M. No. 299. Accordingly no claim for Federal cooperation for their cost is contemplated and your approval is requested for only those items of cost that are not in conflict with G.A.M. No. 299.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWE:HM

RECEIVED
DEC 16 1946
FOR FILING
S-47 (4)

December 10, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are six copies of Order for State Force Work and four copies of P. U. C. Oregon Order No. 16088 covering the construction of a new highway crossing with the Medford Corporations railroad at Station 1880 + 02.28 on the Reese Creek-Antelope Creek Section of the Crater Lake Highway in Jackson County, Contract No. 2806, in connection with Federal Aid Project No. S-47 (4).

This work is necessary due to new alignment and location of the Crater Lake Highway near the town of Eagle Point.

Work pertaining to the placing of ties, alignment and grade of the railroad will be done by the Medford Corporation.

Very truly yours,

R. H. Baldock
State Highway Engineer

DRP:SM

Encl.

RECEIVED
DEC 5 1946
FOR FILING

S-47 (4)

#2816

November 30, 1946

Mr. D. O. Hood, President
Columbia Utilities Company
Box 1507
Medford, Oregon

Dear Mr. Hood:

On April 2, 1946, this Department began writing to you in regard to the removal of your telephone poles which would interfere with the reconstruction of the Reese Creek-Antelope Creek Section of the Crater Lake Highway. Since then, you have been notified several times by letter and by personal calls by our local engineer about the unsatisfactory progress being made.

Our contractor has notified us that he is, and has been in the past, unable to double-shift his crews due to your failure to move the facilities. In some instances, this lack of cooperation has caused him inconvenience and extra expense.

We feel, despite shortages of one sort or another, that you have taken an unnecessarily and unduly long time to complete the work and have caused the contractor unnecessary expense. In view of this, we are now advising you that we will look to your Company for reimbursement if the contractor presents a claim for damage based upon failure to properly clear your poles from the area in which he had to work.

The statute pursuant to which you are permitted to occupy the highway in question imposes on you an obligation to move and reset the poles elsewhere in response to the order of the Commission. Your failure to conform with such order has given the Commission authority to proceed to have the poles abated as a nuisance. Do you intend to force such action?

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith
K. D. Lytle

RECEIVED
OCT 9 1946
FOR FILING

-47(4)

xxxxxxxxxxx
Division 8

NOTED
State Highway Engineer

September 27, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. De Souza's letter of September 25, 1946, regarding the status of the proceedings under Section 17 of the Federal Highway Act to obtain a gravel pit within Camp White for use in the construction of Oregon Federal Aid Secondary Project No. S-47(4), Reese Creek-Antelope Creek Section of the Crater Lake Highway.

We are advised that the application was forwarded to the War Department by our Washington office on August 7, 1946 with their recommendation for approval. It was also stated that as the papers were not accompanied by any approval from the War Department representatives in command of the reservation, the War Department would undoubtedly refer it to the reservation commander for his recommendation. This may require considerable time.

We are requesting that the matter be expedited.

Very truly yours,

T. M. DAVIS
District Engineer

Original sent to Division

RECEIVED
SEP 14 1946
FOR FILING

S-47-4

September 5, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work covering the oiling and maintenance of road to be used for detour between Stations 1671+50 and 1860+00 on the Reese Creek-Antelope Creek Section of the Crater Lake Highway in Jackson County, Contract No. 2806, in connection with Federal Aid Project No. S-47(4).

This work is necessary to provide for the heavy traffic normally using the Crater Lake Highway, and which is being routed over unpaved county road northerly and westerly from Eagle Point to a connection with the Crater Lake Highway at 1671+50.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS
Encl.

RECEIVED
AUG 9 1946
FOR FILING

S-47-4

August 6, 1946

McNutt Bros.
351½ E. Broadway
Eugene, Oregon

Gentlemen:

Mr. Claude L. Smith of Masons Supply Company, Portland, Oregon, called at our office a few days ago stating that he had talked with you previously in regard to possible use of Keystone Mastic Board as a means of forming the tongue and groove required in the longitudinal joints of the concrete pavement to be constructed by you on the Reese Creek-Antelope Creek Project.

The keystone tongue and groove mastic board is designed primarily, as you probably know, to be used as a "parting strip" between lanes in a pavement to be poured two or more lanes at a time. As it is our practice to have concrete pavements poured one lane at a time and as we are unwilling to deviate from that practice on the Reese Creek-Antelope Creek Project, use of the mastic board as a "parting strip" is definitely out of consideration.

It would be possible, of course, to use the mastic board (in one-lane construction) as a form for the tongue and groove, by attaching the mastic board to the pavement side form, and since the dimensions of the tongue and groove in the mastic board are approximately as we specify, use of the mastic board in that manner has our approval, provided the board can be obtained without its usual punchings for supporting stakes or some means provided to prevent flow of cement mortar through the punchings and into the groove area.

Whether the mastic board is to be left in place in the edge of the pavement or removed from it, would be immaterial to us.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

CC Masons Supply Co.
2637 S. E. 12th Ave.,
Portland 2, Oregon
K. D. Lytle
G. E. Roberts

RECEIVED
JUL 17 1946
FOR FILING

S 47-4

RECEIVED
JUL 11 1946
OFFICE OF
[illegible] ENGINEER

July 8, 1946

NOTED
State Highway Engineer

Mr. K. D. Lytle
Division Engineer
Salem, Oregon

Dear Sir:

This is to advise you we were compelled to close down this morning because of telephone lines and power pole lines not being moved out of our way on the Reese Creek-Antelope Creek #2806, Crater Lake Highway project in Jackson County. We are very anxious for you to get these utilities moved as soon as possible as you know this is fine weather for earth moving and we are unable to proceed with the excavation on this project.

We have notified the resident engineer, Mr. Roberts and he has promised to call you today but I thought we had better notify you by letter of the conditions.

Respectfully yours,
McNutt Brothers

J. Ira McNutt

cc
To: R. H. Baldock, Salem, Ore
Glenn Roberts, Grants Pass, Ore.
H.G. Smith, Salem, Oregon

RECEIVED
JUL 11 1946
OREGON
STATE HIGHWAY COMMISSION

MONTANA
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
JUL 19 1946
FOR FILING

S-47-4

April 30, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-47(4), Reese Creek- Antelope Creek Section of the Crater Lake Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

The construction provides for continuous beams, whereas the design is for simple beams. To make the plans consistent, it is necessary to provide articulation or design the beams fully continuous. The latter is believed to be preferable. The project has been cleared for advertising subject to this change in the plans being made. If it will affect contractors' costs, the revised plans should be supplied to bidders in ample time for preparation of bids. If haunches can be avoided by use of compressive steel, the change would not be of any particular concern to contractors.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer.

RECEIVED
MAY 1 1946
OREGON
STATE HIGHWAY COMMISSION

Fm

RECEIVED
FOR FILING
547-4

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1946

SUBJECT:

Cross Referenced To
Const
Contracts
General

REFERRED TO
Brokert –
By Chief Engineer

Cross Referenced To
Const
Specifications

To: Mr. R. H. Baldock,
Office.

Dear Mr. Baldock:

I have read your communication of the twenty-first with respect to my comment concerning language in a grading and paving contract on the Reese Creek-Antelope Creek Section of the Crater Lake Highway recently awarded to McNutt Bros. Evidently I did not make my meaning plain.

The language I was discussing is this: "In the performance of the work specified to be done under this specification the contractor shall furnish and have available on the project the following pieces of grading equipment:". In the paragraph preceding that language the contractor is told that he "shall by means of the equipment hereinafter specified perform * * ".

There is a rule of law which is expressed in Latin as follows: "Inclusio unius est exclusio alterius, which means "The inclusion of one is the exclusion of another". In other words, under that rule the enumeration of some things excludes others. My thought is this: that we expect the contractor to have on the job the types of equipment which we have enumerated, and I suggest that for our own protection where we enumerate equipment or pieces of equipment we say that "in addition to other equipment the contractor shall have" such and such. By so doing we protect ourselves against a situation which might arise where it might be found that the equipment which we had designated would not entirely accomplish the results we want. There is no objection to our enumerating certain types of equipment for certain work, but I think we should not unnecessarily limit ourselves.

There may be instances where we want nothing but one type of equipment used, and, if that is the case, then we can quite properly say so, but, unless we intend to exclude all other equipment, it occurred to me that as a matter of protection we should precede the enumerated equipment with the words I have suggested.

No change need be made in the contract in connection with which this suggestion was made.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:PW

Noted.
ON

RECEIVED
JUN 6 1946
FOR FILING
547-4

June 4, 1946

McNutt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2806 which was awarded to you on May 14, 1946 by the State Highway Commission, covering the Reese Creek-Antelope Creek Section on the Crater Lake Highway in Jackson County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ga

Recorded

Sent by express 6-4-46
ga

RECEIVED
JUN 5 1946
FOR FILING

S 47-4

xxxxxxxxxxx
Division 8

May 31, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The following comment has been received from our Western Headquarters regarding Oregon S-47(4):

"Plans indicate that the present bridges over Reese Creek and Little Butte Creek are to be lowered by cutting out a portion of the supporting bents. For the Reese Creek Bridge this lowering amounts to only 2 inches.

It appears as though the grade line could be adjusted so that the lowering operations would be unnecessary."

Your comments on this feature are requested.

Very truly yours,

T. M. DAVIS
District Engineer

NOTED
State Highway Engineer

Original sent to P[illegible]

RECEIVED
MAY 24 1946
FOR FILING

5 47-4

SALEM, OREGON
May 21, 1946

Mr. J. M. Devers
Chief Counsel
OFFICE

Dear Mr. Devers:

I refer to the enclosed special provisions applying to Roadside Grading which appear in the contract for grading and paving work on the Reese Creek - Antelope Creek Section of the Crater Lake Highway, recently awarded to McNutt Bros.

It is my understanding, from Mr. Glaisyer, that you have indicated some objection to the provision included therein under the subheading "Type of Equipment To Be Used."

I think that your objection to this provision is due to your not having had time to acquaint yourself fully with the particular situation to which the provision applies. Am therefore offering the following explanations.

The "roadside grading" referred to in these provisions is landscaping work consisting of the leveling, shaping and smoothing of large areas. The excavations are too shallow to measure and pay for on a cubic yard basis and there is no way of describing, specifying or staking the work so that the contractor will be able to determine the amount of work to be performed with sufficient accuracy, to enable him to bid the work on an area or lump sum basis. Under such circumstances we know of no way to pay for the work other than on a time basis, paying at prices per hour for the services of the different kinds of equipment needed. In order that such an arrangement may be bid upon competitively, we must specify the nature of the equipment and the minimum capacities. That is what we have done and that is all that we have done.

We have specified only kinds and sizes of equipment which are in common use by roadbuilding contractors and which almost any contractor would have on the job in any event. We are not specifying any particular makes or brands of equipment or incorporating any requirements which could possibly be discriminatory in any respect.

If, after you have read the explanation, you feel that some other means should be used in the handling of situations such as I have described, I would appreciate an opportunity to discuss the matter with you in greater detail.

Very truly yours,

R. M. BALDOCK
State Highway Engineer

SHP:GED

ENC.

RECEIVED
MAY 20 1946
FOR FILING

S-47(4)

May 20, 1946

McNutt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2806 which was awarded to you by the State Highway Commission on May 14, 1946, covering grading and paving on the Reese Creek-Antelope Creek Section of the Crater Lake Highway in Jackson County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent Express 5-20-46
Recorded

RECEIVED
MAY 24 1946
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

S 47-4

May 15, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence of today in the action of the State Highway Commission in the rejection, as excessive, the bid received for Oregon S-47(4), the Reese Creek - Antelope Creek Section bridges.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
MAY 18 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 17 1946
FOR FILING

S47-4

#2806

May 14, 1946

[illegible] Bros.
351½ E. Broadway
Eugene, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading and paving on the Reese Creek-Antelope Creek Section of the Crater Lake Highway, in Jackson County. This award was based on your low bid of $492,380 submitted on April 5.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc
Enc.
cc - Mr. E. G. Smith (3 copies)
Mr. S. E. Probert
Goldie Lewis

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1207

A. N. WILLIAMS
PRESIDENT

File

$	CHECK
$	ACCOUNTING INFORMATION
F	TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

May 15 1946

To McNutt Bros.

Care of or Apt. No.

Street and No. 351½ E. Broadway

Place Eugene, Oregon

State Highway Commission awarded you today contract for Reese Creek-Antelope Creek Section, the Crater Lake Highway, Jackson County, based on your low bid submitted April 5, 1946. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Charge

Sender's name and address
(For reference only)

Sender's telephone number

S 47-4

RECEIVED
MAY 15 1946
FOR FILING

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(18)

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

A. N. WILLIAMS, CHAIRMAN OF THE BOARD
JOSEPH L. EGAN, PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA202 28/24 GOVT=WUX PORTLAND ORG 14 408P 1946 MAY 14 PM 4 26

MR R H BALDOCK=

STATE HIGHWAY ENGINEER

REYOURTEL TODAY ALL RIGHTS-OF-ENTRY ACQUIRED OREGON S-47 (4) REESE CREEK-ANTELOPE CREEK PROJECT. WE HEREBY CONCUR IN AWARD CONTRACT TO MCNUTT BROS. WHO SUBMITTED LOW BID=

T M DAVIS.

.S-47(4).

ILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

To T. M. DAVIS, DISTRICT ENGINEER

Care of or Apt. No. PUBLIC ROADS ADMINISTRATION

Street and No.

Place PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD TODAY CONTRACT REESE CREEK-ANTELOPE CREEK PROJECT TO McNUTT BROS. OF EUGENE. ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED

R. H. BALDOCK, STATE HIGHWAY ENGINEER

WU:TELEGRAM

10:35 AM

Sender's name and address
(For reference only)

Sender's telephone number

S 47-4

RECEIVED
MAY 3 1946
FOR FILING

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

(15)

SYMBOLS

DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR258 DL PD=EUGENE ORG 1 431P 1946 MAY 1 PM 5 16

R H BALDOCK=

STATE HWAY ENGR SM=

YOU MAY USE THIS AS OUR PERMISSION TO EXTEND A WARD DATE TO MAY 15 ON REESE CREEK, ANTELOPE CREEK PROJECT ON BASIS SUBMITTED ON APRIL 5=

MCNUTT BROS J IRA MCNUTT.

RECEIVED
MAY 3 1946
FOR FILING

.15 5 EXTEND A WARD REESE

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

To McNUTT BROTHERS

Care of or Apt. No.

Street and No. 351-1/2 EAST BROADWAY

Place EUGENE, OREGON

RECEIVED
MAY 3 1946
FOR FILING

WILL YOU EXTEND TO MAY 15th THE PERIOD DURING WHICH YOU WILL ACCEPT AWARD OF CONTRACT FOR REESE CREEK-ANTELOPE CREEK PROJECT ON BASIS OF BID SUBMITTED APRIL FIFTH. CIRCUMSTANCES MAY PREVENT MAKING AWARD WITHIN THIRTY DAY LIMIT PRESCRIBED IN PROPOSAL FORM. PLEASE ADVISE AT ONCE

R. H. BALDOCK, STATE HIGHWAY ENGINEER

WU:DAY LETTER

1:15 PM

Sender's name and address
(For reference only)

Sender's telephone number

RECEIVED
APR 29 1946
FOR FILING

S-47(4)

April 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement for the Reese Creek-Antelope Creek Section, Project No. S-47 (4).

Six bid proposals, six copies of standard bridge specifications and six sets of blue line plans are being sent under seperate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
APR 26 1946
FOR FILING

S 47-4

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

April 24, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Confirming our conversation of April 23rd, we are now prepared to concur in award to the low bidder on Oregon Federal Aid Secondary Highway Project S-47(4), the Reese Creek - Antelope Creek Section.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
APR 2 1946
STATE HIGHWAY COMMISSION

RECEIVED
APR 18 1946
FOR FILING

S 47-4

April 13, 1946

Mr. T. E. Davis
District Engineer
Public Roads Administration
P. O. Box #3900
Portland 8, Oregon

Dear Sir:

We submit herewith bid analysis for the [illegible] Creek-Antelope Creek Section, Federal Aid Secondary Project - No. S - 47 (4).

The low bid for this project is, in our opinion, a fair bid and as the project is an urgent one, we are very desirous that acceptance of the bid be authorized.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED
ENC.

RECEIVED
APR 13 1946
FOR FILING

S 47-4

April 2, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate to accompany plans and specifications for the Reese Creek-Antelope Creek Section, Project No. S-47 (4).

Five copies of bid proposal are being sent under separate cover.

These papers have been revised by the elimination of the bid item of "Detour Bridge."

It is requested that the item be deleted in the plan summary sheet to conform with the special provisions and estimate. Revised copies of the plan summary sheet will be sent later.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
APR 13 1946
FOR FILING

S 47-4

April 2, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, seven copies of estimate and six copies of bid proposal for the Reese Creek-Antelope Creek Section, Project No. S-47 (4).

These papers have been revised by elimination of the bid item of "Detour Bridge" for the reason that the item is more applicable to the construction of the bridge over Little Butte Creek. Bids for construction of this bridge will be opened at a later date and construction of the detour bridge will be included as a part of that contract.

It is requested the item of "Detour Bridge" be deleted in the summary sheet of the plans which you now have. Revised copies of the plan summary sheet will be sent later.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

RECEIVED
APR 3 - 1946
FOR FILING

S 47-4

Reese Cr. - Antelope Sec.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1946

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Herewith we hand you report made March 30th by Mr. M. D. McCallister with reference to the Butte Falls Junction-Antelope Creek Section of the Crater Lake Highway:

> "The fence situation on this project is rather serious as the people can't buy fence or posts.
>
> "I will have to provide for the state to construct the fences on balance of property. Mr. Keim secured red wood posts at a cost of 63 cents each. Mr. Harnish has been unable to find fence or posts and help is very scarce."

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:AW
(In triplicate)
cc Mr. R. H. Baldock ✓

RECEIVED
MAR 28 1946
FOR FILING

S 47-4

March 18, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box #3900
Portland 8, Oregon

Dear Sir:

In view of the fact that the whole of the amount programmed for the Reese Creek-Antelope Creek Project, S-47 (4), has been allotted in the P. S. & E., to the grading and paving work on that project, and none has been reserved for use in the construction of bridges, we are writing now to assure you that the bridges will be constructed, either without federal funds or with federal funds that may later be found to be available for the purpose and that the bridges will be completed and ready for use as soon as other portions of the project are ready to be put into service.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

RECEIVED
MAR 20 1946
FOR FILING

S 47-4

March 18, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box #3900
Portland 8, Oregon

Dear Sir:

In view of the fact that the whole of the amount programmed for the Reese Creek-Antelope Creek Project, S-47 (4), has been allotted in the P. S. & E., to the grading and paving work on that project, and none has been reserved for use in the construction of bridges, we are writing now to assure you that the bridges will be constructed, either without federal funds or with federal funds that may later be found to be available for the purpose and that the bridges will be completed and ready for use as soon as other portions of the project are ready to be put into service.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

RECEIVED
MAR 21 1946
FOR FILING

S 47-4

March 16, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of special provision pages numbers 13 and 35 and bid item sheet number 2 for the Reese Creek-Antelope Creek Section, Project No. S-47 (4).

In paragraph four under the sub-head "Measurement and Payment," page 13, the designation of the bid item has been changed to read "Trench Excavation, Unclassified."

In the third line of paragraph number one on page 35 under the sub-head "Provision for Traffic" the station description 1996+00 has been corrected to read 1896+00.

On bid item sheet number 2, the word "Coated" has been added to bid item number 14.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
MAR 21 1946
FOR FILING

S 47-4

March 14, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are submitting the following P. S. & E. papers for the Reese Creek-Antelope Creek Section, Project No. S-47 (4).

Seven copies of estimate
Four copies of right of way statement
Six bid proposals
One set of blueprint plans

The landscaping work to be performed on this project is the rounding of cutbanks and the seeding of cut and fill slopes where necessary for prevention of erosion. This work is to be done under the proposed grading and paving project.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

RECEIVED
MAY 13 1947
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

800 BEDELL BUILDING
PORTLAND 5, OREGON

S-47(4)

February 28, 1947.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-47(~~2~~4), Reese Creek - Antelope Creek Section of the Crater Lake Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

The Federal funds shown on the estimate have been reduced to $295,000.00 to agree with the approved program dated January 19, 1946.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
MAR 4 1947
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON
RECEIVED
NOV 21 1947
FOR FILING

S-47(4)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[illegible]
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
MAR 22 1946
OREGON
STATE HIGHWAY COMMISSION

March 21, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project S-47(4), Reese Creek - Antelope Creek Section of the Crater Lake Highway, has today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld until the right-of-entry to unacquired right-of-way is secured.

Please furnish title sheets revised to show the bridge exceptions to the project.

Our recommendation for approval is subject to the condition that the State will install or cause to be installed, reflectorized advance warning signs and reflectorized railroad signs of the cross-buck type before completion of the project. Please furnish this office with a letter giving the required assurance before the opening of bids for the project.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

Jm

102-1014 Eddyville-Blodgett Section,
Eddyville-Blodgett Highway 1946

#2807

RECEIVED
MAY 24 1948
FOR FILING

201-1014

P 2116

March 17, 1948

Snook Bros.
329 N. 10th Street
Corvallis, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the North Powder River Bridge Section of the North Powder River County Road, in Baker and Union Counties. This award was based on your low bid of $31,480 submitted on March 11, 1948.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ss
Enc.

cc - Mr. H. G. Smith
Mr. S. H. Probert
Mr. G. S. Paxson
Waldie Lewis

Mr. L. R. White
Assistant Commissioner
Industrial Accident Commission
Building

Files

C SERVICE
e class of service desired;
wise this message will be
as a full rate telegram

L RATE LEGRAM		SERIAL	
Y LETTER		NIGHT LETTER	

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 17, 1948
4:00 p.m.

Snook Bros.
329 N. 18th Street
Corvallis, Oregon

State Highway Commission awarded you today contract for North Powder River Bridge Section on North Powder River County Road, in Baker and Union Counties, based on your low bid submitted March 11, 1948. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Charge

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

102-1014

R.H. Baldock

RECEIVED
JAN 3 1947
FOR FILING

December 20th, 1946

NOTED
State Highway Engineer

FINAL COST ANALYSIS

Eddyville-Blodgett Secondary Highway
Prefix 102-1014

Eddyville-Blodgett
Contract #2807

Surfacing
J. N. & M. J. Conley, Contractors
S. F. Walters, Resident Engineer

Description	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
2½" - 0" Crushed Material in Surfacing	27,295.0	Cu. Yd.	$2.67	$3.25	$72,827.51	$88,708.75
1" - 0" Crushed Material in Surfacing	20,461.0	" "	2.67	3.45	54,593.31	70,590.45
Sprinkling	1,430.8	M-Gal.	1.26	2.50	1,803.77	3,577.00
State Purchase Orders:						
1" - 0" in Stockpile	406.7	Cu. Yd.	1.21	2.15	490.94	874.41
1" - 0" in Bunker in Plant	222.0	" "	0.91	1.75	202.48	388.50
Rock Sold to Lincoln Co.:						
1" - 0" Crushed Rock at Plant	1,007.0	" "	0.91	1.75	918.51	1,762.25
Hauling	15,580.0	Yd. Mi.	0.10	0.11	1,570.85	1,713.80
Camp & Cookhouse					3,064.04	2,037.65
					$135,471.41	$169,652.81

Gross Revenue	$169,652.81
Total Cost	135,471.41
Net Profit	$34,181.40

Net Profit Equals 20.1% of Gross Revenue

Eddyville-Blodgett

Detail of Cost

Labor:		
Supervision	$1,264.68	
Labor	36,379.06	
State Industrial Accident Insurance	1,129.31	
Social Security	376.43	
Unemployment Insurance	1,129.31	
		$40,278.79
Equipment Rental & Miscellaneous Expense:		
Equipment Rental	$22,443.00	
Hired Trucks (Not Including Drivers)	48,823.96	
Gas, Oil & Grease	9,100.43	
Explosives	2,228.70	
Drill Steel	710.20	
Small Tools & Misc. Supplies	1,659.35	
Move In, Freight & Cartage	1,543.80	
Camp Supplies	1,503.78	
Public Liability Insurance	376.44	
Bond	1,272.40	
Field Office Expense	441.06	
General Overhead	5,089.58	
		95,192.62
Total Cost		$135,471.41

Eddyville-Blodgett

Breakdown of Rock Production Costs

	Cost	Quantity	Unit	Unit Cost
Move In & Set Up	$5,092.06	49,391.7	Cu. Yd.	$0.103
Drill & Shoot	6,052.15	"	" "	0.123
Loading in Quarry	4,259.19	"	" "	0.086
Haul to Crusher	4,872.00	"	" "	0.099
Crushing	13,461.88	"	" "	0.273
Proratable Expense	10,636.78	"	" "	0.215
	$44,374.06	49,391.7	Cu. Yd.	$0.899
Haul to Street (Av. 16-Mi. Haul)	$78,155.25	49,169.7	Cu. Yd.	$1.59
Street Work	6,853.28	48,162.7	Cu. Yd.	$0.142

Quantities Produced

2½" - 0"	27,295.0 Cu. Yd.
1" - 0"	22,096.7 " "
Total	49,391.7 Cu. Yd.

Total Elapsed Working Time - 525 Hours

Av. Production per Hour - 94 Cu. Yd.

Eddyville-Blodgett

Remarks:

This contract, a state project, required the placing of crushed rock surfacing on the Eddyville-Blodgett Secondary Highway and was 18.92 miles in length. The project was bid and awarded on May 15th, 1946; the contractor started the work on June 24th, and completed on September 12th, 1946.

The contractor moved a large semi-portable plant containing a 24" x 36" jaw and 3 rolls recrushers into the state quarry situated at M.P. 23.90 on the Kings Valley Secondary Highway. The quarry rock broke extremely well for crushing, with the contractor using the down hole method and a wagon drill. Quarrying cost was quite cheap as only 0.5 lb. of powder was required per yard, and reshooting was unnecessary. The plant operated steadily with a minimum of down time and produced at the rate of 94 cu. yds. per hour for total elapsed working time. A large fleet of hired trucks in addition to 6 of the contractor's trucks hauled an average of 16 miles at a cost of $0.10 per yard mile.

The contractor made an excellent profit due to the heavy and sustained production, good equipment and supervision.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
OCT 11 1946
FOR FILING

102-1014

October 10, 1946

General Casualty Company,
Dooly & Co., Agents
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J.M. & M.J. Conley, on contract No. 2307, covering surfacing on the Eddyville-Blodgett Section of the Eddyville-Blodgett Secondary Highway, in Benton and Lincoln Counties. This payment, in the amount of $6,952.59, will be made on or after October 21, 1946. The retained percentage is $4,886.29.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please note that on September 8 we sent you a notice of final payment on this same contract. This was an error due to the fact that the semi-final and final estimates were received at approximately the same time, and in some manner they became interchanged in our Auditing Department. We regret that this occurred and suggest that you acknowledge receipt of both these notices together.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD

10-10-46 gl

RECEIVED
OCT 8 1946
FOR FILING

102-1014

October 8, 1946

General Casualty Company,
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2807 for work on the Eddyville-Bledgett Section of the Eddyville-Bledgett Secondary Highway, in Benton and Lincoln Counties, has been completed by the contractor, J. N. and M.J. Conley, and that final payment in the amount of $4,886.29 will be made after acceptance by the Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $162,876.20 and that no force account work was performed therein. This contract was completed on September 12, 1946, but has not as yet been accepted by the Highway Commission, however we anticipate that it will be accepted at the meeting of the Commission to be held the latter part of this month.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD

10-8-46 gl

Jm

Form E-1—5M—6-44

102-1014

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 21, 1946, 19

Section Eddyville Blodgett

Kind of work Surfacing

Highway Eddyville-Blodgett Secondary

Section prefix 102-1014

Contractor J.N. & M.J. Conley

Contract number 2807

Date of contract May 15, 1946, 19

Date of completion Oct. 31, 1946, 19

Date work started June 24, 1946, 19

Estimated date of completion, 19

Amount of contract $ 156,825

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $~~[illegible]~~ 162,876.20

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $2800, %

Date project was completed Sept. 12, 1946, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Contractor completed moving out his plant Tues. and The stockpile contractor moved in. Inspectors transferred to take exchange time which will last all of this month and part of next. Checker Schlicker will be released to go to school and In spector Hughes transferred to Res. Engr. H.S.Swart, Salem.

NOTED
RAY [illegible]

RECEIVED
1946

Signed

Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		18.91			
Miles partially completed					
Miles completed		18.91			
Total estimated quantities		46,000			
Estimated quantities moved or placed to date		47,756			
Average daily quantities		715			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hard rain		
Monday	Rain	16	Slick grade
Tuesday	Fair bal.	of week	
Wednesday			
Thursday			
Friday			
Saturday			

102-1014

CROSS REFERENCE SHEET

Name or Subject Hon. F. E. Gilkey
County Judge
Toledo, Oregon

File No.

Regarding Permission for contractor to furnish Lincoln County with 1000 yards of crushed rock from state-owned quarry near Wren.

Date 7/23/46

SEE

Name or Subject MATERIALS
Crushed Rock

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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9 1 1946
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102-1014

July 22, 1946

Ration Section of Price Division
Portland District Office of OPA
Bedell Building
Portland (4), Oregon

Gentlemen:

J. H. and H. J. Conley, contractors, Route 1, Wren, Oregon, have been awarded Oregon State Highway Contract No. 2807, for the production of 46,000 cubic yards of crushed rock required for the resurfacing of 19 miles of the Eddyville-Blodgett Section of the Eddyville-Blodgett Highway in Lincoln and Benton Counties.

This project is located in the Coast mountain range at a considerable distance from the nearest town, and it has been found necessary to set up a camp to accommodate a crew of twenty-five men for about three months.

The necessity for resurfacing this section of highway is due to the heavy log haul traffic which has broken through the existing surfacing to the extent that it will be impossible to continue heavy traffic without adequate resurfacing. The continuance of log traffic over this section is necessary to provide logs for several mills located in and around Blodgett.

The contractors inform us that they have made application through your office for sugar required for this camp. We will appreciate your approval of their application.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc J. H. & H. J. Conley
Route 1, Wren, Oregon

E. H. Clymer

RECEIVED
JUN 7 1946
FOR FILING

102-1014

c

June 6 ~~7~~, 1946

J. M. & M. J. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Gentlemen:

We are sending you today, ~~by express,~~ herewith a fully executed copy of Contract No. 2807 which was awarded to you on May 15, 1946, by the State Highway Commission, covering surfacing on the Eddyville-Blodgett Section of the Eddyville-Blodgett Secondary Highway, in Benton and Lincoln Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

co

sent 1st class mail

RECEIVED
MAY 27 1946
FOR FILING

102-1014

2807

May 25, 1946

J. E. & M. J. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Gentlemen:

On May 23, we advised you that we were shipping, by express, four copies of contract No. 2807 for signature.

Owing to the train strike, this shipment did not leave Salem so we recalled it and have now shipped it by stage to you in care of the stage depot in Portland and you will be advised by them when the shipment arrives.

If the trainmen's strike continues and shipment by express is impossible; please return the signed contracts by stage to us and advise us of the details regarding the shipment.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

EE/dr

RECEIVED
MAY 24 1946
FOR FILING

102 - 1014

May 23, 1946

Messrs. J.N. & M.J.Conley
4332 N.E. Royal Court
Portland 13, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2807 which was awarded to you by the State Highway Commission on May 15, 1946, covering surfacing on the Eddyville-Blodgett Section of the Eddyville-Blodgett Secondary Highway in Benton and Lincoln Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

RECEIVED
MAY 20 1946
FOR FILING

103-1014

#2807

May 20, 1946

J. H. & M. J. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Gentlemen:

The State Highway Commission on May 15 awarded you the contract for surfacing on the Eddyville-Blodgett Section of the Eddyville-Blodgett Secondary Highway, in Benton and Lincoln Counties. This award was based on your low bid of $156,825, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

co

20-1044 Junction City, Const. Trestle Bridge
Pacific Highway 1946
#2808

V Files

RECEIVED
MAY 15 1947
FOR FILING

20-1044

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	6407	2808	8-Final	Archie R. Averill	3,691.44	308549	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

Your acceptance notice is on file with this office.
aaw

5-14-47

ACCOUNTING DIVISION

By ____________
Bookkeeping Dept.

Approved ____________
Secretary

RECEIVED
MAY 3 1947
FOR FILING

[illegible]

May 2, 1947

Mr. Archie R. Averill
Rte. 10, Box 874
Portland 2
Oregon

Dear Mr. Averill:

The State Highway Commission, at its meeting on April 25, 1947, had under discussion your request for an extension of time of thirty days, from April 1 to May 1, 1947, within which to complete your contract No. 2808 covering the Junction City Bridge on the Pacific Highway, in Lane County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K.D. Lytle,
Division Engineer

NOTED ON CARD
5-2-47 gl

RECEIVED
MAY 1 1947
FOR FILING

20-1044

April 30, 1947

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2808 for work on the Junction City Bridge on the Pacific Highway, in Lane County, has been completed by the contractor, Archie R. Averill, and that final payment in the amount of $3,691.44 will be made on or after May 10, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $33,565.84, and that no force account work was performed therein. This contract was completed on April 11, 1947 and accepted by the Commission on April 23, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

4-30-47 gl

Jm

RECEIVED
JAN 10 1947
FOR FILING

20-1044

January 9, 1947

Mr. Archie R. Averill
Rte. 10, Box 874
Portland 2
Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 30,1946, had under discussion your request for an extension of time of 121 days, from November 30,1946 to April 1, 1947, within which to complete your contract No. 2808, for the Junction City Bridge on the Pacific Highway, in Lane County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo/gl

cc: K. D. Lytle

RECEIVED
JUN 7 1946
FOR FILING

20-1044

June 6, 1946

Mr. Archie R. Averill
Route 10, Box 874
Milwaukie 2, Oregon

Dear Mr. Averill:

We are sending you today, by express, a fully-executed copy of Contract No. 2808 which was awarded to you on May 15, 1946, by the State Highway Commission, covering the construction of a concrete pile trestle bridge on the Pacific Highway at Junction City, in Lane County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ce

sent by express 6-6-46
eo

RECEIVED
MAY 27 1946
FOR FILING

20-1044

2808

May 25, 1946

Mr. Archie R. Averill
Route 10, Box 874
Portland 2, 2, Oregon

Dear Sir:

On May 23, we advised you that we were shipping, by express, four copies of contract No. 2808 for signature.

Owing to the train strike, this shipment did not leave Salem so we recalled it and have now shipped it by stage to you in care of the stage depot in Portland and you will be advised by them when the shipment arrives.

If the trainmen's strike continues and shipment by express is impossible, please return the signed contracts by stage to us and advise us of the details regarding the shipment.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

RE:dr

RECEIVED
MAY 24 1946
FOR FILING

30-1044

May 23, 1946

Mr. Archie R. Averill
Rte. 10, Box 874
Portland 2, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2808 which was awarded to you by the State Highway Commission on May 15, 1946, covering construction of a concrete trestle bridge on the Pacific Highway at Junction City.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7-1.7.18, page 16, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

RECEIVED
MAY 20 1946
FOR FILING

20-1044

#2808

May 20, 1946

Mr. Archie R. Averill
Route 10, Box 874
Milwaukie 2, Oregon

Dear Mr. Averill:

The State Highway Commission on May 15 awarded you the contract for construction of a concrete pile trestle bridge on the Pacific Highway at Junction City, in Lane County. This award was based on your low bid of $33,308, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

ee

cc - Mr. G. S. Paxson

S-74(1) S. Unit, Enterprise-Forest 1946
Bdry., Enterprise-Lewiston Hwy.
#2809

R. H. Baldock

RECEIVED

FOR FILING

October 14th, 1948

FINAL COST ANALYSIS

S. Unit, Enterprise-Forest Bdry.
Contract #2809

Regrade, Surface & Oil
E. C. Hall Co., Contractors

Enterprise-Lewiston Highway
Prefix #32-1009-201(46)

8-74 (1)

2809

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	All				$236.68	$2,000.00
St. Excav., Unclass.	350.3	Cu. Yd.	$2.02	$2.25	708.10	788.18
Tr. " "	117.8	" "	2.02	2.25	238.12	265.05
Gen. Excav., Unclass.	62,963.9	" "	0.52	0.60	32,758.10	37,778.34
Short Overhaul	73,385.9	Yd. Sta.	0.018	0.02	1,309.79	1,467.72
Long Overhaul	1,990.8	C-Yd. Sta.	0.446	0.50	888.29	995.40
Rounding Cutbanks	3,570	Lin. Ft.	0.225	0.15	802.28	535.40
Rinishing R/B & Slopes	7.74	Mile	599.83	400.00	4,642.72	3,096.00
12" Concrete Pipe	534	Lin. Ft.	1.32	1.75	704.88	934.50
18" " "	558	" "	2.43	2.65	1,355.94	1,478.70
24" " "	120	" "	3.57	6.00	428.40	720.00
36" " "	64	" "	5.93	8.50	379.52	544.00
Salvaging Culvert Pipe	270	" "	1.02	2.50	275.40	675.00
1½"-0" Rock in Subbase	25,805	Cu. Yd.	1.75	1.80	45,158.75	46,449.00
4"-2" Rock in Base	17,430.5	" "	1.75	1.80	30,503.38	31,374.90
3/4"-0" Rock in Base and Shoulders	11,232	" "	1.75	1.80	19,656.00	20,217.60
*Sprinkling	1,207.7	M-Gal.	1.63	2.00	1,972.81	2,415.40
*Preparation of Base	7.74	Mile	128.77	150.00	996.66	1,161.00
*3/4"-0" Rock in Binder Course	1,189	Cu. Yd.	2.47	3.20	2,936.83	3,804.80
*Furn. & Place Aggregates	5,127	" "	2.47	3.20	12,663.69	16,406.40
*Furn. & Place RC-3 Asphalt in Binder	155.39	Ton	32.60	35.00	5,065.71	5,438.65
*Furn. & Place 151-200 Asphalt	334.87	"	32.29	34.00	10,813.16	11,385.58
Furn. & Place RC-3 in Seal Coat	96.31	"	32.60	35.00	3,139.72	3,370.85

tem	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-½" Rock in S.P.	423.87	Cu. Yd.	$1.60	$1.80	$678.19	$762.97
½"-¼" " " "	351.1	" "	1.60	1.80	561.76	631.98
¼"-0" " " "	500	" "	1.60	1.80	812.10	900.00
Clearing & Grubbing S.P.	100%	All			94.50	500.00
Leveling S.P. Site	100%	All			72.00	500.00
Woven Wire Stock Fence	18	Rod	2.39	3.00	43.28	54.00
Gates in Stock Fence	1	Each	36.75	50.00	36.75	50.00
S.P. Screen Rejects in S.P.	164.4	Cu. Yd.	0.25	0.25	41.10	41.10
PA #1, 3/4"-½" Rock in S.P.	662.3	" "	2.56	3.45	1,695.49	2,284.94
PA #1, ½"-¼" " " "	326.7	" "	2.56	3.45	836.35	1,127.12
PA #1, ¼"-0" " " "	259	" "	2.56	3.45	663.04	893.55
PA #2, 1¼"-3/4" " " "	408.4	" "	1.42	1.80	579.93	735.12
PA #2, ½"-¼" " " "	74.5	" "	1.42	1.80	105.79	134.10
PA #3, 3/4"-0" " " "	907	" "	1.42	1.80	1,287.94	1,632.60
Oil Rock Sold to Wallowa Co.	1,078	" "	1.42	1.80	1,530.76	1,940.40
3/4"-0" Rock Sold to Forest Department	220	" "	1.42	1.80	312.40	396.00
*Work Done for City of Enterprise		All			1,603.87	1,786.80

	Revenue	Cost	Profit	% Profit
Work Done by E. C. Hall Co.	$175,328.53	$160,681.43	$14,647.10	8.4
Work Done by J. C. Compton Co.	32,338.72	27,898.75	4,439.97	13.7
Total Project	$207,667.25	$188,580.18	$19,087.07	9.2

Detail of Costs

Labor:

Supervision	$10,899.50	
Labor	59,623.71	
State Industrial Accident Insurance	1,586.77	
Social Security	1,057.85	
Unemployment Insurance	705.23	$73,873.06

Materials:

12" Concrete Pipe	534	Lin. Ft.	at	$0.80	$427.20	
18" " "	558	"	"	1.63	909.54	
24" " "	120	"	"	2.27	272.40	
36" " "	64	"	"	4.13	264.32	1,873.46

Equipment Rental & Miscellaneous:

Equipment Rental	$45,206.00	
Rented Trucks	11,650.84	
Gas, Oil & Grease	8,624.41	
Lumber	661.94	
Explosives	2,630.62	
Oxygen	339.80	
Freight	3,703.41	
Small Tools & Misc.	2,643.44	
Bond	1,526.63	
Taxes	1,841.32	
Home Office & General Overhead	6,106.50	84,934.91

Total Cost $160,681.43

Breakdown of Crushing Costs

	Cost	Amount	Cost per Cu. Yd.
Shoot	$17,826.73	65,991.37 Cu. Yd.	$0.270
Load	17,363.77	" " "	0.263
Haul to Crusher	8,589.29	" " "	0.130
Crush	28,571.01	" " "	0.433
Haul to Road & S.P.	33,171.96	" " "	0.500
Street Work	8,112.16	54,467.5 Cu. Yd.	0.15

Average Cost for S.P. Material	$1.60
Average Cost for Material Placed on Road	$1.75

J. C. Compton, Sub-contractor

Detail of Cost

Labor:			
Supervision		$541.58	
Labor		5,528.10	
State Industrial Insurance		232.17	
Social Security & Unemployment Insurance		270.12	
			$6,571.97
Materials:			
151-200 Asphalt	343.77 Ton at $15.25	$5,242.58	
RC-3 Asphalt	251.70 " " 15.50	3,901.35	
Freight on Asphalt		6,867.41	
3/4" Crushed Rock	189 Cu. Yd. at $1.90	340.20	
			16,351.54
Equipment Rental & Miscellaneous:			
Equipment Rental		$2,808.95	
Gas, Oil & Grease		791.27	
Stove Oil		198.24	
Broom Cores		32.34	
Expenses		248.11	
Small Tools & Misc. Supplies		141.53	
Bond		226.20	
Home Office & General Overhead		528.60	
			4,975.24
Total Cost			$27,898.75

Breakdown of Oiling Costs

Total Amounts:

Preparation of Base	7.74 Miles
Load, Haul & Place Aggregates	6,316 Cu. Yd.
Furnish & Place RC-3 Asphalt	251.7 Ton
" " " 151-200 Asphalt	334.87 "

Cost of Work Units:

Preparation of Base		$996.66
$\frac{996.66}{7.74} =$		$128.77 per Mile
Load, Haul & Place Aggregates		$5,465.44
$\frac{5,465.44}{6,316} =$		$0.87 per Cu. Yd.
Furnish & Place RC-3 Asphalt		251.7 Ton
Asphalt Cost	251.7 Ton at $15.50	$3,901.35
Freight		2,904.62
Heat	251.7 Ton at $2.38	599.05
Haul	251.7 " " 1.54	387.62
Place	251.7 " " 1.64	412.79
		$8,205.43
$\frac{8,205.43}{251.7} =$		$32.60 per Ton
Furnish & Place 151-200 Asphalt		334.87 Ton
Asphalt Cost	334.87 Ton at $15.20	$5,089.58
Freight on Asphalt		3,864.61
Heat	334.87 Ton at $2.38	797.02
Haul	334.87 " " 1.54	513.95
Place	334.87 " " 1.64	548.00
		$10,813.16
$\frac{10,813.16}{334.87} =$		$32.29 per Ton

Remarks:

This was a "Federal Aid Secondary Project", calling for the regrading, surfacing and oiling of 7.74 miles of highway. The project was bid and awarded August 17th, 1946, was suspended from December 28th, 1946 to June 24th, 1947, and completed July 9th, 1947.

All work items with the exception of the placing of the aggregates and the furnishing and placing of the asphalt were handled by the contractor. Oiling items were sub-contracted to the J. C. Compton Company.

Equipment used by the contractor consisted of five D8 tractors, one D7 tractor, three 16 cu. yd. carryalls, four dozers, three 8 cu. yd. heavy duty trucks, two #12 blades, one 1½ cu. yd. shovel, two 10 ton rollers, crushing plant, Adnun paver, water wagon, two heavy duty scarifiers, 315 compressor, wagon drill, grease wagon, three pickups, one flatbed truck, one water pump, and miscellaneous small equipment. Equipment used by the sub-contractor on oiling consisted of one ½ cu. yd. shovel, seven 5 cu. yd. trucks, two #12 blades, two 10 ton rollers, one water wagon, one 1,250 gallon distributor, two 1,500 gallon and one 2,000 gallon tenders, one power broom, three pickups, one boiler, one retort and miscellaneous small tools.

Clearing and grubbing was very light, consisting of a small quantity of light brush and the removing of some fence. No regular clearing crew or equipment was used, the pipe crew handling the work as required. Due to the light clearing on the project a large profit was made.

Pipe items were handled by a four man pipe crew who also handled the clearing and sloping. Bid prices were higher than ordinarily bid, pipe prices were low on all sizes except 18", installation costs were nominal and a good to excellent profit was made on all items.

Excavation was bid at a good bid price considering the type of material handled. Shooting was required on about 30% of the 63,000 cubic yards handled and ripping on about 30% more of the material. All excavation was handled by tractor, dozer and carryall without undue trouble, but it is doubtful whether the handling of the solid material was cheaper by this method than by shovel and trucks as the repairs on the tractors were extremely high.

Crushing items were bid at an extremely low price for all grades, road and stockpile rock being bid at $1.80 and aggregates at $1.80 plus the sub-contractor's price for hauling and placing. All material was wagon-drilled in twenty-foot lifts, loaded with a 1½ cubic yard shovel and hauled to the crusher with two 8 cubic yard trucks. Three crushers were used in the plant setup, with base rock being produced for the entire crushing time. As several different grades of rock were produced during one operation, the contractor's bid prices were leveled with all rock including aggregates bid at $1.80 per cubic yard. Costs could be figured only on this same basis. The hauling and placing of the mineral aggregates and the furnishing and placing of asphalt were sub-contracted to J. C. Compton Co. Good progress was made with all work being completed in 81 work hours and a fair profit was shown. A small quantity of work was handled by the sub-contractor for the City ~~of City~~ of Enterprise during the course of the job. Revenue from this source was included in the analysis as no breakdown of costs between the two operations could be made.

This project was well handled, had good equipment and personnel, but due to the low bid price for crushed rock, showed only a nominal profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
DEC 15 1947
FOR FILING

2809 S-94 (1)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

December 15, 1947

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	17434	2809	8 Final	E. C. Hall Co.	8,380.23	319501	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

Your acceptance notice is in on this job.

AGW

ACCOUNTING DIVISION

By ______
Bookkeeping Dept.

NOTED ON CARD
12-15-47

Approved ______
Secretary

RECEIVED
NOV 28 1947
FOR FILING

3-74 (1)

November 24, 1947

Maryland Casualty Company
Baltimore 3, Md.

[redacted]

You are hereby notified that State Highway Contract No. 2809 for work on the South Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway, in Wallowa County, has been completed by the contractor, E. C. Hall Co., and that final payment in the amount of $8,380.23 will be made on or after December 4, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $203,550.05 and that no force account work was performed therein. This contract was completed on July 12, 1947 and accepted by the Commission on July 22, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc., Agent
406 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
11-24-47 gl

RECEIVED

FOR FILING

S-74(1)

September 18, 1947.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith Form PR-47-A submitted with Mr. Williams's letter of September 15 for Oregon Project S-74(1), Enterprise - Forest Boundary.

The following information, called for on the form, is not available in this office and we will appreciate your entering it in the spaces provided in the upper left portion:

Total Cost of Project
Total Cost of All Construction
Total Cost of Materials

Inasmuch as the contractor's operations on this project were performed under the contract labor provisions in force prior to the revisions set forth in General Administrative Memorandum No. 316, it is requested that the "Employment" block at the bottom of the form be filled in.

We note also that the project length should be entered to three decimal places, quantities to the nearest whole unit and cost to the nearest dollar.

Very truly yours,

NOTED
W. C. WILLIAMS

T. M. DAVIS
District Engineer.

Encl.

Mr. Williams
original sent to Portland.

RECEIVED
SEP 10 1947
FOR FILING

S-74(1)

2809

September 9, 1947

Maryland Casualty Company
Hansen & Rowland, Inc., Agent
406 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E.C. Hall Co., on contract No. 2809, covering the South Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway, in Wallowa County. This payment, in the amount of $6,640.78, will be made on or after September 19, 1947. The retained percentage is $6,036.18.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

[illegible]

Form E-1—5M—7-46

S-74(1)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

No. 17 Final report

For Week Ending July 19, 1947, 19

Section Enterprise - Forest Boundary

Kind of work Grading surfacing and oiling

Highway Lewiston - Enterprise

Section prefix 32-1009

Contractor E. C. Hall Co.

Contract number 2809

Date of contract May 15, 1946

Date of completion July 31, 1947

Date work started August 6, 1946

Estimated date of completion July 10, 1947

Amount of contract $ 198,601.00

Per cent of time elapsed 98 %

Estimated cost of completed project, exclusive of engineering $ 198,601.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 11,200.00, %

Date project was completed July 12, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Oiling and maintenance by the contractor was finished on Friday July 11.

The oil job on this project is completed and the results are very satisfactory.

In spite of the damage done to the surfacing by logging trucks this spring. The contractor did an excellent job of repairing the damage and then turned out an especially good oiling job.

NOTED
H. W. LIBBY

NOTED
E. A. PEASE

Signed

Address LaGrande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

JM

~~MONTANA~~
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

RECEIVED
NOV 27 1946
FOR FILING

S-74(1)

November 21, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement and certificate for Oregon Federal Aid Secondary project No. S-74(1), South Unit, Enterprise Forest Boundary Section of the Enterprise-Lewiston Highway in Wallow County.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

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NOV 23 1946
OREGON
STATE HIGHWAY COMMISSION

Jon

Form P. R. 2

State Oregon WA8or 7131

Federal Aid Secondary Project No. S-[illegible](2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1946

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of April, 1946, a project statement, which was approved on the 23rd day of April, 1946, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 30th day of April 1946; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of One hundred twenty-three thousand seventy and 00/100 dollars ($123,070.00) as the share of the United States payable under said act on account of Section of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11870

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap 31, laws 1920; Chap 529, laws 1939; (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+30 near the north side of the intersection of North St. and West First St. in Enterprise and survey station 410+50 in the NE 1/4, Sec. 36, T-1-N, R-44-E, W.M. except station 48+38-48+85.

, length 7.745 miles, in Wallowa County, being ~~XXXXXX~~ ~~XXX~~ Oregon Federal Aid Secondary project No. S-74(1), consisting of 7.745 miles of roadway and no bridges, none of more than 20 feet clear span,

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives.

16—11379-1

(b) Wherever in the printed language of this agreement the terms "Federal Works Administrator" and "Administrator" appear, they shall be construed to have the same meaning and effect as the terms "Commissioner of Public Roads, Public Roads Administration, Federal Works Agency" and "Commissioner", respectively, to conform to the provisions of the Federal-Aid Highway Act of 1944 and the regulations issued pursuant thereto.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ .... ~~of~~ said project shall not in any event exceed the sum of One hundred twenty-three thousand seventy and 00/100 dollars ($123,070.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Two hundred twelve thousand one hundred seventy-four and 60/100 dollars ($212,174.60), the approved total estimated cost of ~~Section~~ .... ~~of~~ said project.

PAYMENTS

ARTICLE V. (As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the 20th day of November, 1946

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

Attest
By
Secretary SECRETARY
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 10—11379

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. S-74(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $212,174.60 as the total estimated cost of said project, and the sum of $123,070.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of ~~Washington~~ Portland, Oregon this 20th day of November one thousand nine hundred and forty-six

COMMISSIONER OF PUBLIC ROADS

By

Division Engineer
U.S. Public Roads Administration

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WASHINGTON
OCT 26 1946
FOR FILING

S-74(1)

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

October 23, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-74(1)
South Unit,
Enterprise Forest Bdry
Section, Enterprise-
Lewiston Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications and plans.

Very truly yours,

W. H. LYNCH
Division Engineer

By:
M. J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
OCT 25 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 2 1947
FOR FILING

S-74(1)

September 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the South Unit, Enterprise-Forest Boundary Section, Project No. S-74 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-74 (1)

SOUTH UNIT, ENTERPRISE-FOREST BOUNDARY SECTION
OF THE ENTERPRISE-LEWISTON HIGHWAY IN WALLOWA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 14, 1946

Inside City of Enterprise (Sta. 0+30 to 27+37)

All Required		Clearing and Grubbing (%)		$ 100.00
60	cu. yds.	Structural Excavation, Unclassified	$ 2.25	135.00
20	cu. yds.	Trench Excavation, Unclassified	2.25	45.00
1,730	cu. yds.	General Excavation, Unclassified	0.60	1,038.00
1,390	yd. sta.	Short Overhaul	0.02	27.80
10	C-yd. sta.	Long Overhaul	0.50	5.00
0.51	mile	Finishing Roadbed and Slopes	400.00	204.00
350	lin. ft.	12" Concrete Pipe	1.75	612.50
10	lin. ft.	15" Concrete Pipe	2.65	26.50
1,700	cu. yds.	1½" - 0" Rock in Subbase	1.80	3,060.00
1,120	cu. yds.	4" - 2" Rock in Base	1.80	2,016.00
670	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.80	1,206.00
70	M-gals.	Sprinkling	2.00	140.00
0.51	mile	Preparation of Base	150.00	76.50
60	cu. yds.	3/4" - 0" Rock in Binder Course	3.20	192.00
340	cu. yds.	Furnishing and Placing Aggregates	3.20	1,088.00
10	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	350.00
20	tons	Furnishing and Placing 151-200 Asphalt	34.00	680.00
6	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	35.00	210.00
			Subtotal	$11,212.30
			10% Engr. & Cont.	1,121.23
			Total	$12,333.53

Length of Roadway 0.512 mile
Cost per mile $24,088.92

Outside City (Sta. 27+37 to 410+50)

All Required		Clearing and Grubbing (95%)		$ 1,900.00
340	cu. yds.	Structural Excavation, Unclassified	$ 2.25	765.00
120	cu. yds.	Trench Excavation, Unclassified	2.25	270.00
60,270	cu. yds.	General Excavation, Unclassified	0.60	36,162.00
91,610	yd. sta.	Short Overhaul	0.02	1,832.20
1,490	C-yd. sta.	Long Overhaul	0.50	745.00
20,000	lin. ft.	Rounding Cutbanks	0.15	3,000.00
7.23	miles	Finishing Roadbed and Slopes	400.00	2,892.00
190	lin. ft.	12" Concrete Pipe	1.75	332.50
590	lin. ft.	18" Concrete Pipe	2.65	1,563.50
170	lin. ft.	24" Concrete Pipe	6.00	1,020.00
170	lin. ft.	36" Concrete Pipe	8.50	1,445.00
380	lin. ft.	Salvaging Culvert Pipe	2.50	950.00
23,900	cu. yds.	1½" - 0" Rock in Subbase	1.80	43,020.00
15,880	cu. yds.	4" - 2" Rock in Base	1.80	28,584.00
9,530	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.80	17,154.00
1,030	M-gals.	Sprinkling	2.00	2,060.00
7.23	miles	Preparation of Base	150.00	1,084.50
810	cu. yds.	3/4" - 0" Rock in Binder Course	3.20	2,592.00
4,760	cu. yds.	Furnishing and Placing Aggregates	3.20	15,232.00
140	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	4,900.00
320	tons	Furnishing and Placing 151-200 Asphalt	34.00	10,880.00
94	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	35.00	3,290.00
			Subtotal	$181,673.70
			10% Engr. & Cont.	18,167.37
			Total	$199,841.07

Length of Roadway 7.233 miles
Cost per mile $27,629.07

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Secondary Funds	State Funds
Inside City	$ 12,333.53	$ 7,154.00	$ 5,179.53
Outside City	199,841.07	115,916.00	83,925.07
	$212,174.60	$123,070.00	$89,104.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

April 27, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, six revised bid proposals and six sets of blue line plans for the South Unit, Enterprise-Forest Boundary Section, Project No. S-74 (1).

The bid proposals which are to replace those submitted previously contain revised specifications under the subheads "Selection of Materials for Slope Protection" and "Structures to be Widened and Lenthened by State Forces."

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

April 17, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the South Unit, Enterprise-Forest Boundary Section, Project No. S-74 (1).

One set of blueprint plans and six copies of bid proposal are being sent under separate cover.

Landscaping on this project will be limited to rounding of cutbanks. The volume of traffic to be served does not, in our opinion, justify an expenditure for beautification. Climatic conditions are such that erosion difficulties such as might be overcome by seeding are not anticipated.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-74 (1)

SOUTH UNIT, ENTERPRISE-FOREST BOUNDARY SECTION OF THE ENTERPRISE-LEWISTON HIGHWAY IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 17, 1946

Inside City of Enterprise (Sta. 0+30 to 27+37)

All Required		Clearing and Grubbing (0%)		$ 75.00
60	cu. yds.	Structural Excavation, Unclassified	$ 3.00	180.00
20	cu. yds.	Trench Excavation, Unclassified	3.00	60.00
1,730	cu. yds.	General Excavation, Unclassified	0.65	1,124.50
1,390	yd. stas.	Short Overhaul	0.02	27.80
10	C-yd. stas.	Long Overhaul	0.50	5.00
0.51	mile	Finishing Roadbed and Slopes	400.00	204.00
350	lin. ft.	12" Concrete Pipe	1.50	525.00
10	lin. ft.	18" Concrete Pipe	3.00	30.00
1,700	cu. yds.	1½" - 0" Rock in Subbase	1.90	3,230.00
1,120	cu. yds.	4" - 2" Rock in Base	1.85	2,072.00
670	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.00	1,340.00
70	M-gals.	Sprinkling	2.50	175.00
0.51	mile	Preparation of Base	200.00	102.00
60	cu. yds.	3/4" - 0" Rock in Binder Course	3.50	210.00
340	cu. yds.	Furnishing and Placing Aggregates	3.50	1,190.00
10	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	350.00
20	tons	Furnishing and Placing 151-200 Asphalt	35.00	700.00
6	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	35.00	210.00
			Subtotal	$11,810.30
			10% Engr. & Cont.	1,181.03
			Total	$12,991.33

Length of Roadway 0.512 mile
Cost per mile $25,373.69

Outside City (Sta. 27+37 to 410+50)

All Required		Clearing and Grubbing		$ 1,425.00
340	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,020.00
120	cu. yds.	Trench Excavation, Unclassified	3.00	360.00
60,270	cu. yds.	General Excavation, Unclassified	0.65	39,175.50
91,610	yd. stas.	Short Overhaul	0.02	1,832.20
1,490	C-yd. stas.	Long Overhaul	0.50	745.00
20,000	lin. ft.	Rounding Cutbanks	0.12	2,400.00
7.23	miles	Finishing Roadbed and Slopes	400.00	2,892.00
190	lin. ft.	12" Concrete Pipe	1.50	285.00
590	lin. ft.	18" Concrete Pipe	3.00	1,770.00
170	lin. ft.	24" Concrete Pipe	4.50	765.00
170	lin. ft.	36" Concrete Pipe	9.00	1,530.00
380	lin. ft.	Salvaging Culvert Pipe	2.00	760.00
23,900	cu. yds.	1½" - 0" Rock in Subbase	1.90	45,410.00
15,880	cu. yds.	4" - 2" Rock in Base	1.85	29,378.00
9,530	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.00	19,060.00
1,030	M-gals.	Sprinkling	2.50	2,575.00
7.23	miles	Preparation of Base	200.00	1,446.00
810	cu. yds.	3/4" - 0" Rock in Binder Course	3.50	2,835.00
4,760	cu. yds.	Furnishing and Placing Aggregates	3.50	16,660.00
140	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	4,900.00
320	tons	Furnishing and Placing 151-200 Asphalt	35.00	11,200.00
94	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	35.00	3,290.00
			Subtotal	$191,713.70
			10% Engr. & Cont.	19,171.37
			Total	$210,885.07

Length of Roadway 7.233 miles
Cost per mile $29,155.96

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Secondary Funds	State Funds
Inside City	$ 12,991.33	$ 7,207.00	$ 5,784.33
Outside City	210,885.07	116,993.00	93,892.07
	$223,876.40	$124,200.00	$99,676.40

SOUTH UNIT, ENTERPRISE-FOREST BOUNDARY SECTION

PROJECT NO. S-74 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 17, 1946

S-74 (1)

CROSS REFERENCE SHEET

Name or Subject Mr. Glen Jacob
County Engineer
Enterprise, Oregon

File No.

Regarding Oiling of Enterprise-Hurricane Creek-Joseph County Road. Advised to Bargain directly with Mr. Hall to produce crushed rock from State-owned quarry.

Date 8/1/46

SEE

Name or Subject MATERIALS
Crushed Rock & Gravel

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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FORM E-123X 5M 5-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
JUL 10 1946
FOR FILING

S-74-1

May 13, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed are three copies of a standard resolution relative to encroachments and traffic, adopted by the City Council of Enterprise on May 6, 1946. This is for Federal Project No. S-74 (1), reconstruction of the Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler
E.

Oscar Cutler
Engineer, County and City Relations

ms

Encl.

✓ cc Mr. J. W. Nash

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RECEIVED
JUN 21 1946
FOR FILING

S 74-1

June 20, 1946

E. C. Hall Company
Rte. 6, Box 630
Portland
Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2809 which was awarded to you on May 15, 1946, by the State Highway Commission, covering grading, surfacing and oiling on the So. Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
[redacted]

gl

Sent by express 6-20-46
Recorded

RECEIVED
MAY 20 1946
FOR FILING

S 74-1

#28 09

May 20, 1946

E. C. Hall Co.
Route 6, Box 630
Portland, Oregon

Gentlemen:

The State Highway Commission on May 15 awarded you the contract for grading and oil mat surfacing on the South Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway, in Wallowa County. This award was based on your low bid of $198,601, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. H. Probert

S 74-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~[illegible]~~
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
1946
FOR FILING

May 15, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence today in the award of contract for Oregon Project S-74(1), The South Unit, Enterprise - Forest Boundary Section to E. C. Hall Co., Portland, Oregon, who submitted the low bid of $198,601.00.

Very truly yours,

T. M. Davis

T. M. DAVIS
District Engineer.

RECEIVED
MAY 18 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

FAS 74 (1)

April 26, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of April 23rd relating to the South Unit of the Enterprise-Forest Boundary Project, FAS - 74 (1).

Plans and specifications are being revised to provide for slope protection or channel changes where conditions require and to provide for extension, by State forces, of existing cattle passes at Stations 124+05 and 356+85.

Page 24 of the special provisions is being revised to include mention of bridge widening by State forces at Station 48+50.

Test report for rock available from the acceptable source mentioned in the special provisions is being sent herewith. However, your attention is called to the fact that the contractor is not required to use rock from that source.

Pedestrian traffic within the City of Enterprise is probably sufficient to justify footpath construction, but in view of the fact that some of the owners of abutting properties have provided their own walks, we have hesitated, as a matter of policy, to assume the expense of walk construction for the others. It may be that by acting through the City officials, we can get the balance of the needed walks constructed by the property owners. In view of this situation, we believe it best to omit footpath construction from the contract.

Copies of the revised plans and specifications are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

NTANA
REGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[illegible]
Division 8

April 23, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Confirming our telephone conversation of this date with Mr. Probert regarding P.S.& E. for Oregon Federal Aid Secondary Highway Project No. FAS-74(1), the South Unit of the Enterprise Forest Boundary Section of the Enterprise - Lewiston Highway, the following suggestions for revisions of the plans or special provisions are made or requests for additional information:

1. Recommend that on Page 3 of the Special Provisions definite provision for protection of the channel change slopes be made. Will provide as required

2. The existing cattle passes at Station 124+05 and 356+85 should be extended to the roadbed width by contract or by State forces. Will do

3. Suggest that the bridge at 48+50 should be mentioned on Page 24 as well as the bridge at 389+60. Will do

4. Please advise regarding the necessity of footpaths paralleling the roadway within the city of Enterprise. [illegible]

5. Please submit a test report for the rock from the designated quarry. Will send but probably not necessary

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer.

RECEIVED
APR 2 1946
OREGON
STATE HIGHWAY COMMISSION

1-1123 Mill Gulch-Salisbury Section
Baker Unity Highway 1946

#2810

RECEIVED
AUG 17 1948
FOR FILING

1-1123

August 17, 1948

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Wash.

Gentlemen:

This to advise you that State Highway Contract No. 2810 for grade widening on the Hill Gulch-Salisbury Section of the Baker-Unity Highway, in Baker County, has been completed by the contractor, J. C. Papin, and that final payment in the amount of $5,396.84 will be made on or after August 27, 1948.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $147,970.01, of which amount $336.46 represents force account items. This contract was completed on December 11, 1947 and accepted by the Commission on June 29, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD

8-17-48 JK

R H Baldock

JR

RECEIVED
FOR FILING

1-1123

Mill Gulch-Salisbury Section
Prefix 1-1123

SEMI-FINAL COST ANALYSIS

Grade Qidening
J. C. Papin, Contractor
E. G. Bickmore, Resident Engineer

Baker-Unity Highway
Contract #2810

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing		All			$13,694.62	$6,000.00
Trench Excav., Unclass.	1,008.33	Cu. Yd.	$1.81	$2.00	1,823.18	2,016.66
Gen'l. " "	295,622.1	" "	0.388	0.405	114,685.77	119,726.95
Truck Haul	18,126.1	Yd. Mi.	0.167	0.16	3,023.16	2,900.18
Finishing R/B & Slopes	13.833	Mile	530.16	400.00	7,333.73	5,533.20
18" Corr. Metal Pipe	594	Lin. Ft.	3.88	2.25	2,306.39	1,336.50
12" Concrete Pipe	363	" "	1.81	1.40	658.35	508.20
18" " "	1,380	" "	3.95	2.75	5,447.81	3,795.00
24" " "	249	" "	5.64	4.00	1,404.36	996.00
36" " "	116	" "	10.02	7.00	1,162.81	812.00
Salvaging Culvert Pipe	604	" "	1.17	0.90	706.47	543.60
PA #1, 18" Half-round Corr. Metal Pipe	1,188	" "	1.45	2.05	1,718.68	2,435.40
PA #2, Cutting 18" Corr. Metal Pipe	17	Each	1.74	2.50	29.63	42.50
Force Account					333.65	346.30
Log Sales						350.00
					$154,328.61	$147,342.49

Total Cost	$154,328.61
Gross Revenue	147,342.49
Net Loss	$6,986.12

Net Loss Equals 4.7% of Gross Revenue

NOTED
State Highway Engineer

Mill Bridge-Salisbury

Detail of Cost

Labor:		
Supervision	$18,601.67	
Labor	49,630.96	
State Industrial Accident Insurance	1,692.77	
Unemployment Insurance	2,163.28	
Social Security	643.69	
		$72,732.37
Materials:		
Corrugated Iron Pipe:		
	$1,015.74	
68 bands at $1.84	125.12	
1,188 lin. ft. of 18" Half-round at $0.98	1,164.24	
Concrete Pipe:		
363 lin. ft. of 12" at $0.80	290.40	
1,380 " " " 18" " 1.62	2,235.60	
249 " " " 24" " 2.26	562.74	
116 " " " 36" " 4.10	475.60	
Sand and Cement	90.18	
		5,959.62
Equipment Rental & Miscellaneous:		
Equipment Rental	$23,962.50	
Rented Equipment	7,907.34	
Gas, Oil & Grease	7,672.45	
Lumber	41.75	
Explosives	3,838.83	
Drill Steel	573.38	
Miscellaneous	1,697.91	
Freight & Cartage	1,941.01	
Bond	1,102.37	
Home Office & General Overhead (Includes Timekeeper's Salary)	8,656.08	
		57,393.62
Work Done by Clatterbush		18,243.00
Total Cost		$154,328.61

Remarks:

This was a "State Project" calling for the widening of 13.9 miles of highway roadbed and the installing and extending of pipe culverts. The project was bid and awarded to the contractor May 16th, 1946, and work was started June 10th, 1946. Work was carried on over the length of the project until December 24th, when heavy snowfall caused a shutdown of all activities. Work was resumed April 13th, 1947, but suspended most of the summer due to another contract being handled by the contractor. Work was again resumed August 20th, and completed December 11th, 1947.

Clearing operations required in the grade widening was almost entirely hand work. A very poor quality of labor in very limited amounts was available; the clearing foreman on the work was unable to properly handle the operations and costs were considerably higher than required on the average project. These high costs with a very low bid on clearing resulted in a large loss on the clearing and grubbing item.

Pipe items again were very costly. Poor supervision, lack of competent labor, low bid prices and the fact that the majority of the pipe was laid as extensions to pipe already in place requiring the lowering of the pipe over existing fills and placing at disadvantageous positions, resulted in a considerable loss on all pipe items except 18" corrugated metal half-round extensions for fill washout control where better prices due to a price agreement allowed the contractor a good profit.

General excavation, the major item of the contract, was handled in a very good manner by the contractor. A 1½ cubic yard shovel, three 9 cubic yard Euclids, one D-7 tractor and dozer, two D-8 tractors and dozers, a 315 truck-mounted compressor, a 210 truck-mounted compressor and a wagon drill were used on the operations. In addition to this equipment, 50,000 cubic yards of material was moved with hired equipment on a yardage basis. The material encountered required considerably less drilling and shooting than anticipated by the contractor and was the major reason for the low cost. A total of 28,350 pounds of explosives was used at the rate of about one-half pound per cubic yard, as only 57,000 cubic yards of material required shooting of a total of 295,622 cubic yards moved.

Finishing operation costs were higher than bid due to the extreme length of time consumed in completing the project which entailed considerably more blading and upkeep of the road surface and to the hired equipment used in finishing. The hourly rental rate of this hired equipment was considerably more than the rental rate of the contractor's equipment. Equipment used on finishing consisted of one Adams blade owned by the contractor and used throughout the length of the project and one Austin-Western dual-drive hired for a period of about three months to enable the contractor to finish the project before heavy snows made it impossible.

An added cost not usually encountered was the fact that the contractor was forced to provide transportation to and from Baker to the job site in order to obtain labor of any description.

This project was bid extremely low, considerably below the next bidder, and the engineer's estimate. Good equipment and supervision allowed a small profit on excavation but poor hand labor and mediocre foremen on clearing and pipe items resulted in high costs and resulted in a small loss for the project. If the job could have had adequate labor and the work could have been completed during one season, item costs and overhead would have been materially lessened.

E. H. Clymer
Cost Analyst

By

C. E. Paulsen

RECEIVED
MAR 29
FOR FILING

1-1123

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 26, 1948

SUBJECT:

1-1123

To:

Mr. S. H. Probert
Office Engineer
Salem, Oregon

Dear Sir:

We have a copy of your letter to Mr. Bickmore dated March 23 in regard to pipe invoice that should of accompanied Price Agreement No. 3, Mill Gulch-Salisbury Section, Contract No. 2810.

We are submitting, herewith, the invoice as received from Mr. Bickmore. This was inadvertently placed in our files at the time the Price Agreement was submitted to you for approval.

Very truly yours,

PAUL VAN SCOY
Division Engineer

By

C. D. Cannon
Office Engineer

CDC/hw

Enc.

cc - E. G. Bickmore

Rec'd
3-27-48
Invoice filed with PA #3

RECEIVED
MAR 16 1948
FOR FILING

1-1123

March 12, 1948

United Pacific Insurance Company
Medical Arts Bldg.
Tacoma 1
Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Papin on contract No. 2810, covering the Mill Gulch-Salisbury Section of the Baker-Unity Highway, in Baker County. This payment, in the amount of $3,173.54, will be made on or after March 22, 1948. The retained percentage is $4,409.48.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates, Agent
918 S. W. Yamhill St.
Portland 5, Oregon

NOTED ON CARD
2-12-45

RECEIVED
JAN 19 1948
FOR FILING

1-1123

January 15, 1948

United Pacific Insurance Company
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

This is to advise you that it is the intention of the State Highway Commission to release to J. C. Papin a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 2810 for the Mill Gulch-Salisbury Section of the Baker-Unity Highway in Baker County. This payment, which is in the amount of $6,057.80, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,311.33. The present payment to the contractor will be made on or after January 26,1948.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates, Agent
918 S. W. Yamhill St.
Portland, Oregon

NOTED ON CARD

1-15-48, gl

Form E-1—5M—4-47

1-1123

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 12, 1947, 19

Section Mill Gulch-Salisbury
Kind of work Grading
Highway Baker-Unity
Section prefix 1-1123
Contractor J. C. Papin
Contract number 2810
Date of contract May 16, 1946, 19
Date of completion November 30, 1946, 19
Date work started June 10, 1946, 19
Estimated date of completion , 19
Amount of contract $ 138,255.00
Per cent of time elapsed %
Estimated cost of completed project, exclusive of engineering $ 140,897.00
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, $ 17,500.00, %
Date project was completed December 11, 1947 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The finishing work on the project was completed Thursday of this week. The continued cold and ever increasing frost depths rendered the later part of the work slow and tedeous.

The engineering crew has completed the remeasure in the field ad the office crew is working up the final records of the project.

NOTED
RAY WE[illegible]ER

NOTED
H. G. SMITH

DEC 15 1947

Signed E. G. Bickmore

Address Bker, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	13.9				
Miles partially completed	13.9				
Miles completed	13.9				
Total estimated quantities	295,000				
Estimated quantities moved or placed to date	295,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	9				
Average force on project for week	11				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 2, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cold		
Monday	"		
Tuesday	"		
Wednesday	snow		
Thursday	Cold		
Friday	"		
Saturday	"		

RECEIVED
NOV 17 1947
FOR FILING

1-1123

November 13, 1947

Mr. J. C. Papin
409 Sommer Bldg.
Baker
Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 21, 1947, had under discussion your request for an extension of time of 75 days, from September 30 to December 15, 1947, within which to complete your contract No. 2810 for the Mill Gulch-Salisbury Section of the Baker-Unity Highway, in Baker County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was based upon the recommendation of the State Highway Engineer and his report, which considered but did not necessarily adopt either or any of the reasons stated in your request.

Very truly yours

[redacted]

Secretary

gl

cc: Paul Van Scoy

NOTED ON CARD

11-13-47, gl

RECEIVED
JUN 25 1947
FOR FILING

1-1123

Salem, Oregon
June 24, 1947

Extension of Time for
J. C. Papin

Mr. A. W. Schaupp
State Highway Commissioner
207 Willits Bldg.
Klamath Falls, Oregon

Dear Mr. Schaupp:

I enclose herewith, for your files, copy of a request for an extension of time from J. C. Papin, contractor for the Mill Gulch-Salisbury Section of the Baker-Unity Highway, in Baker County. This extension of time was handed to me too late to mail to you before the last Commission Meeting but it was approved at that meeting.

Respectfully yours

Secretary

gl
encl. 1

RECEIVED
JUN 24 1947
FOR FILING

1-1123

June 24, 1947

Mr. J. C. Papin
Rte. 1, Box 258
Sandy
Oregon

Dear Sir:

The State Highway Commission, at its meeting on June 16, 1947, had under discussion your request for an extension of time of 122 days, from May 31 to September 30, 1947, within which to complete your contract No. 2810 for the Mill Gulch-Salisbury Section of the Baker-Unity Highway in Baker County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

I wish also to bring to your attention action taken by the Highway Commission at its meeting on June 16, 1947, with respect to the matter of allowing contractors extensions of time for completion of their work. You will recall that during the wartime emergency when there was a shortage of labor and materials the Commission was very lenient and granted all requests for extensions of time, without penalty. The Commission considers that the conditions which prompted such action no longer exist and in view thereof decided to penalize contractors for failure to complete their projects within the specified time limit, unless there is some special reason why the work could not be completed within such period. I do not know just what penalty will be imposed, but mention the action of the Commission so that you will be informed and can take such action as may be necessary to avoid it.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Paul Van Scoy

RECEIVED
JAN 2 1947
FOR FILING

1-1123

December 28, 1946

Mr. J. C. Papin
408 Sommer Building
Baker, Oregon

Dear Sir:

Authority is hereby given you to suspend operations on the Mill Gulch-Salisbury Section, Contract No. 2816, until April 1, 1947, on account of the heavy snowfall in this area which makes winter work impractical.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Public Roads Administration
H. G. Smith
Paul Van Scoy
Darel Rohrbough

RECEIVED
NOV 7 1946
FOR FILING

1-1123

November 6, 1946

Mr. J. C. Papin
Rte. 1, Box 258
Sandy
Oregon

Dear Sir:

The State Highway Commission, at it's meeting on October 29,1946, granted you the extension of time requested, from November 30, 1946 to May 31, 1947, without penalty, in connection with contract No. 2310, covering grade widening on the Mill Gulch-Salisbury Section of the Baker-Unity Highway in Baker County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: Paul Van Scoy

RECEIVED
AUG 1 1 1946
FOR FILING

1-11 2 3

August 14, 1946

mailed 90 age, Portland

Mr. J. C. Papin
Route 1, Box 258
Sandy, Oregon

Re: Contract 2810

Dear Sir:

Reference is made to our telephone conversation regarding payment of your estimates prepared in connection with Contract No. 2810 for the Mill Gulch-Salisbury Section of the Baker-Unity Highway.

Our records indicate that a warrant in the amount of $8, 966.47 covering your estimate No. 1, for work completed to July 10, 1946, was mailed to you on August 1. The address used was Route 1, Box 256, Sandy.

Your estimate No. 2, covering work completed to August 10, 1946, has been received and is in the process of being audited. The amount of this estimate is approximately $19,000.00 and your should receive the warrant some time during the latter part of this month or early in September. We regret the delay in payment of these estimates, but have a certain routine which must be followed and requires some little time before the warrant can be issued.

We trust this delay will not cause you any serious inconvenience.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RE:dr

RECEIVED
JUN 7 1946
FOR FILING

1-1123

June ~~7~~ 6, 1946

Mr. J. C. Papin
Box 258
Sandy, Oregon

Dear Mr. Papin:

We are sending you today, ~~by express~~ herewith, a fully executed copy of Contract No. 2810 which was awarded to you by the State Highway Commission on May 16, 1946, covering grade widening on the Mill Gulch-Salisbury Section of the Baker-Unity Highway, in Baker County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

co

sent 1st class mail

RECEIVED
MAY 24 1946
FOR FILING

1-1123

May 23, 1946

Mr. J. C. Papin
Rte. 1, Box 258
Sandy, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2810, which was awarded to you by the State Highway Commission on May 16, 1946, covering grade widening on the Mill Gulch-Salisbury Section of the Baker-Unity Highway in Baker County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15 of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

15-8303 Ashland-State Line Rock Production
Pacific Highway 1946

#2811

RECEIVED
JUN 6 1947
FOR FILING

15-8303

June 6, 1947

The Aetna Casualty and Surety Company
Bates, Lively & Pearson, Agents
301 Yeon Bldg.
Portland 7, Oregon

ATTENTION: Mr. K. V. Lively

RE: Bond 42 S 8793-Contract 2811
M. C. Lininger

Gentlemen:

Reference your letter of May 13, 1947.

The final payment was made on April 1 for M. C. Lininger & Sons' Contract No. 2811, covering rock production on the Ashland-State Line Section of the Pacific Highway in Jackson County.

We are pleased to be of service to you in this matter and regret the delay in replying to your letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

2811

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7361

PORTLAND 7, ORE.

May 13, 1947

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

RE: Bond 42 S 8793 - Contract 2811
M. C. Lininger

Under date of January 10 you advised the work on the Ashland-State Line Section of the Pacific Highway in Jackson County, had been completed and that final payment in the amount of $780.66 would be made on or after January 20, 1947.

Kindly advise if the final payment has now been made so that we may close our file. Thank you.

Yours very truly,

BATES, LIVELY & PEARSON

By R W Lively

[illegible]

pa

NOTED
RALPH [illegible]

RECEIVED
MAY 14 1947
OREGON
STATE HIGHWAY COMMISSION

R.H. Baldock

15-8303

April 9th, 1947

NOTED
State Highway Engineer

FINAL COST ANALYSIS
Rock Crushing
M. C. Lininger & Sons, Contractors
E. E. Umphlette, Resident Engineer

Ashland-State Line Section
Contract #2811

Pacific Highway
Prefix 15-8303

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Revenue
1¼"-3/4" Cr. Rock in S.P.	617.1	Cu. Yd.	$1.53	$2.15	$944.16	$1,326.77
3/4"-½" " " " "	4,851.1	" "	1.53	2.15	7,442.18	10,429.87
½"-¼" " " " "	3,734.1	" "	1.53	2.15	5,728.17	8,028.32
¼"-0 " " " "	1,840.5	" "	1.53	2.15	2,824.54	3,957.08
Hauling Crushed Rock, Pile Measure	13,815.1	Yd. Mi.	0.145	0.13	2,003.82	1,795.96
S.P. Screen Rejects	319.0	Cu. Yd.	0.25	0.25	79.75	79.75
PA #1, ½"-0 in S.P.	404.4	" "	1.53	1.00	673.81	404.40
					$19,609.29	$26,022.15

Gross Revenue	$26,022.15
Total Cost	19,609.29
Net Profit	$6,412.86

Net Profit Equals 24.6% of Gross Revenue

Ashland-State Line Section

Detail of Cost

Labor:

Labor	$5,525.23	
Supervision	720.00	
State Industrial Accident Insurance	141.74	
Social Security & Unemployment Insurance	209.99	$6,596.96

Equipment Rental & Miscellaneous:

Equipment Rental	$7,515.00	
Gas, Oil & Grease	2,815.19	
Explosives	928.46	
Freight & Cartage	489.61	
Bond	195.17	
Insurance & Interest	508.00	
Home Office & General Overhead	560.90	13,012.33

Total $19,609.29

Ashland-State Line Section

Remarks:

This was a "State Project" calling for the crushing, hauling and stockpiling of 10,600 cubic yards of crushed rock. The project was bid and awarded May 16th, 1946, and the contractors began their plant set-up July 16th. Crushing was started August 13th, and completed October 5th. Elapsed working time for this project was 331 hours, and actual working time was 296 hours. Production of all sizes equalled 11,447 cubic yards. Average production per elapsed hour equalled 34.6 cubic yards and per actual working hour equalled 38.4 cubic yards.

Equipment used by the contractors consisted of their portable crushing plant, 3/4 cubic yard shovel, RD-6 tractor and dozer, seven four cubic yard trucks, portable generating plant, 210 compressor, 2 jackhammers, 2 pickups, portable toolhouse and small trailer house.

Progress of this project was very satisfactory, the only major breakdown being motor trouble which caused a loss of between 3 and 4 days. This project was well handled and showed an excellent profit to the contractors.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

b

RECEIVED
DEC 20 1946
FOR FILING

15-8303

#2811

December 18, 1946

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We found your note dated the sixteenth, and which was attached to your application for plans in which it was requested that we make a check as to the status of the semi-final or final extimate in connection with a contract No. 2811, covering Ashland-State Line Rock Production Project.

Our records indicate that field records regarding this job were received in this office on December 16, and that checking has been in progress and that semi-final estimate will go to the Accounting Division for vouchering some time tomorrow and should be with you for your signature within a few days.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

RE:md

Dec. 16-46

Will you please contact the accounting department, and tell them they have not sent us the Semi-Final or Final Estimate on the Siskiyou Rock Production Project Contract No 2811. We have not received it for signature yet, so it may not be their department, but some one else that overlooked it.

(Over)

M. C. LININGER & SONS

Data received from field 12-16-46.
Now being checked by McCallister.
Then final will go to Accounting Division
for vouchering today or tomorrow.

S. B. Parker

Form E-1—5M—12-45

.15-8303

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 5th., 1946, 19

Section Ashland - State Line

Kind of work Crushed Rock in Stockpile

Highway Pacific

Section prefix 15 - 8303

Contractor M. C. Lininger and Sons

Contract number 2811

Date of contract May 16th., 1946, 19

Date of completion October 31st., 1946, 19

Date work started July 16th., 1946, 19

Estimated date of completion Oct. 26th., 1946, 19

Amount of contract . . . . $ 24,610.00

Per cent of time elapsed 84.52 %

Estimated cost of completed project, exclusive of engineering . . . . $ 26,114.00

Per cent of contract completed, based on total contract price . . . . 100% %

Engineering cost to date, $ 950.00, 3.78% %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Daily average this week has been low due to some trouble with motors.

Lost one complete day and parts of others.

Completed crushing Saturday, October 5th.

NOTED
RAY [illegible]

RECEIVED
OCT 7 1946
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E. A. PEASE

Signed Glen E Roberts.

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			-------		
Miles partially completed			---- --		
Miles completed			------		
Total estimated quantities			10,600		
Estimated quantities moved or placed to date			10,600		
Average daily quantities Past Week			133		
Average daily quantities necessary to complete project on time			-------		
Number shifts per day			1		
Hours per shift			9		
Average force on project for week			13		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., Trucks 6 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Cloudy	4	Motor Trouble
Tuesday	Showers		
Wednesday	Showers	9	Burnt out motor
Thursday	Cloudy	4	" "
Friday	Fair		
Saturday	Bright		

STATE PRINTING DEPT.

RECEIVED
JUN 28 1946
FOR FILING

15-8303

June 28, 1946

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2811 which was awarded to you on May 16, 1946 by the State Highway Commission, covering furnishing crushed rock in stockpiles on the Ashland-State Line Section of the Pacific Highway, in Jackson County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent express 6-28-46
Recorded

U-161(12) Judkins Point-Springfield 1946
Jct., Pacific Hwy.
#2812

RECEIVED
JAN 31 1947
FOR FILING

11-141-12

January 30, 1947

Continental Casualty Company
Tate, Westenfelder & Berg, Inc, Agent
Wilcox Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2812 for work on the Judkins Point-Springfield Junction Section of the Pacific Highway, in Lane County, has been completed by the contractor, Porter W. Yett, and that final payment in the amount of $5,388.00 will be made on or after February 10, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise tha t the total contract amount is $112,933.38, and that no force account work was performed therein. This contract was completed on November 26, 1946 and accepted by the Commission on December 30, 1946.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

1-30-47, gl

RECEIVED
JAN 28 1947
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~DISTRICT ONE~~
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

U-161-12

January 24, 1947.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Project No. U-161(12), Pacific Highway East, Judkins Point - Springfield Junction Section ________________, was made by a representative of this office on December 17, 1946. Prompt submission of the final voucher will be appreciated.

Very truly yours,
T. M. Davis
T. M. DAVIS
District Engineer

~~By~~

~~Sr. Highway Engineer~~

RECEIVED
JAN 25 1947
OREGON
STATE HIGHWAY COMMISSION

Teo

Form E-1—5M—6-44

U-161(12)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 30, 1946

Section Judkins Point-Springfield Junction

Kind of work Grading and Paving

Highway Pacific

Section prefix 20-1045

Contractor Porter W. Yett

Contract number 2812

Date of contract May 16, 1946

Date of completion November 30, 1946

Date work started July 16, 1946

Estimated date of completion Completed, 19

Amount of contract $117,930

Per cent of time elapsed 194/198 98 %

Estimated cost of completed project, exclusive of engineering $126,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $9850, 8 %

Date project was completed November 26, 1946

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Monday and Tuesday, contractor completed project by cleaning up along median strip and cleaning out catch basins.

Wednesday, moved office equipment and supplies and cleaned up grounds where shop was located.

ENGINEERING

Two men in office on final quantities.

Four men on vacation and exchange time.

NOTED
E. A. PEASE

NOTED
RAY WEBBER

RECEIVED
DEC 2 1946

NOTED
H. G. SMITH

Signed E. E. [illegible]

Address Box 507, Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.68				0.68
Miles partially completed					
Miles completed	0.68				0.68
Total estimated quantities	6000 C. Y.				7000 Tons
Estimated quantities moved or placed to date	4620 C. Y.				7366 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					11

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	9					2	11
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Cloudy		
Saturday	"		

STATE PRINTING DEPT.

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT NO.~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
NOV 27 1946
FOR FILING

U 161 (12)

November 21, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon U-161(12)
Judkins Point-Springfield Junction
Pacific Highway.

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement and certificate for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
NOV 23 1946
OREGON
STATE HIGHWAY COMMISSION

Form P. R. 2

State Oregon WA8pr 7137

Federal Aid/Urban Project No. U-161 (12)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1946

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of December, 1933, ~~a~~ revised project statement, which was approved on the 21st day of December, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates fo[illegible] [illegible]said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of April 1946; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Seventy thousand five hundred ten and 00/100 dollars ($70,510.00) as the share of the United States payable under said act on account of [illegible] [illegible] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11870

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 214+09 in the SW 1/4 and survey station 249+90 in the SE 1/4 , allin Section 34, T-17-S, R-3-W, W.M. without exception

, length 0.679 miles, in Lane County,

being ~~[illegible]~~xxxxxxxxxxOregon Federal Aid Urban project No. U-161 (12) consisting of

0.679 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span,

~~[illegible]~~

10—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives.

16—11370-1

(b) Wherever in the printed language of this agreement the terms "Federal Works Administrator" and "Administrator" appear, they shall be construed to have the same meaning and effect as the terms "Commissioner of Public Roads, Public Roads Administration, Federal Works Agency" and "Commissioner", respectively, to conform to the provisions of the Federal-Aid Highway Act of 1944 and the regulations issued pursuant thereto.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] .... [redacted] said project shall not in any event exceed the sum of Seventy thousand five hundred ten and 00/100 dollars ($ 70,510.00 ....), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of One hundred twenty-one thousand five hundred fifty-seven and 70/100 dollars ($121,557.70 ....), the approved total estimated cost of [redacted] .... [redacted] said project.

PAYMENTS

ARTICLE V. (As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to ....

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of .... Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939
(Include reference to statute authorising funds and probable amount annually available)

....

....

....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

5

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the 20th day of November, 1946.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Secretary
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By W H Lynch
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 8—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Urban Project No. U-101(12) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 121,557.70 as the total estimated cost of said project, and the sum of $ 70,510.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of ~~Washington~~ Portland, Oregon, this 20th day of November one thousand nine hundred and forty-six

~~FEDERAL WORKS ADMINISTRATOR.~~
COMMISSIONER OF PUBLIC ROADS

By
~~[illegible]~~
Division Engineer
U.S. Public Land Administration

U. S. GOVERNMENT PRINTING OFFICE 16—10130-1

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

J.M.

RECEIVED
OCT 25 1946
FOR FILING

U-161(12)

October 22, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon Project No. U-161(12), Judkins Point-Springfield Junction Section of the Pacific Highway.

Very truly yours,

T. M. DAVIS
District Engineer.

By: H A Stoddart
H. A. Stoddart
Sr. Highway Engineer.

Encl.

RECEIVED
OCT 23 1946
OREGON
STATE HIGHWAY COMMISSION

34

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
DEC 3 1946
FOR FILING

U-161(12)

October 21, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon U-161(12)
Judkins Point-Springfield Junction
Section of the Pacific Highway.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for the signature of the Commission. Please return both copies. After Public Roads execution one will be returned for your files with copy of pertinent Treasury Certificate.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

To Com 10-25-46

RECEIVED
OCT 22 1946
OREGON
STATE HIGHWAY COMMISSION

April 22, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate to accompany plans and specifications for the Judkins Point-Springfield Junction Section, Project No. UI 161 (12).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS
Encl.

ONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

RECEIVED
MAR 20 1946
OREGON
STATE HIGHWAY COMMISSION

March 19, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. UI-161(12), Judkins Point - Springfield Junction Section of the Pacific Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please furnish a statement indicating that at the MacKenzie Highway Junction only parallel parking will be permitted and that parking will be prohibited on rotary roadway.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer.

March 12, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Judkins Point-Springfield Junction Section, Project No. UI-161 (12).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Landscaping work being performed at this time is the placing of topsoil on the island areas at the Springfield junction and the installation of a water pipe at that point to provide for future irrigation requirements. Future plans contemplate the seeding of these areas to lawn grass and the planting of suitable ornamental shrubs.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GG
Encl.

Oregon State Highway Department

Federal Aid Project
No. U-161 (12)

JUDKINS POINT-SPRINGFIELD JUNCTION SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 14, 1946

Roadway (Sta. 214+00 to 249+90)

All Required		Clearing and Grubbing		$ 5,200.00
1,600	sq. yds.	Removal of Pavement and Walks	$ 0.50	800.00
550	lin. ft.	Removal of Curbs and Walls	0.30	165.00
3	only	Removal of Catch Basins	10.00	30.00
1,100	cu. yds.	Structural Excavation, Unclassified	3.00	3,300.00
6,000	cu. yds.	General Excavation, Unclassified	0.80	4,800.00
27,000	yd. sta.	Short Overhaul	0.02	540.00
2,100	C-yd.sta.	Long Overhaul	0.50	1,050.00
0.68	mile	Finishing Roadbed and Slopes	500.00	340.00
750	cu. yds.	Furnishing and Placing Topsoil	2.00	1,500.00
1,000	lin. ft.	8" Sewer Pipe	0.75	750.00
2,500	lin. ft.	12" Sewer Pipe	1.50	3,750.00
600	lin. ft.	15" Sewer Pipe	1.75	1,050.00
350	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	350.00
7	only	Special Manholes	75.00	525.00
16	only	Concrete Catch Basins	40.00	640.00
310	cu. yds.	Concrete Curbs	40.00	12,400.00
450	sq. yds.	Concrete Driveways	3.00	1,350.00
440	sq. yds.	Concrete Walks	2.50	1,100.00
120	lin. ft.	Expansion Joints in Walks	0.10	12.00
240	cu. yds.	Concrete Median Strips and Island	40.00	9,600.00
16	cu. yds.	Concrete Junction Boxes	15.00	240.00
930	lin. ft.	1½" Electrical Conduit	0.40	372.00
3,300	lin. ft.	2" Electrical Conduit	0.40	1,320.00
All Required		Construct Recesses for Traffic Control Markers (75%)		225.00
370	lin. ft.	2" Water Pipe	0.40	148.00
3,200	cu. yds.	3" - 0" Material in Base	1.50	4,800.00
1,700	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	2.50	4,250.00

300	M-gals.	Sprinkling	$ 3.00	$ 900.00
7,000	tons	Class "E" Asphaltic Concrete	7.00	49,000.00
			Subtotal	$110,507.00
			10% Engr. & Cont.	11,050.70
			Total	$121,557.70

Length of Roadway	0.679 mile
Cost per mile	$179,024.59

Federal Aid Urban Funds- -	$ 70,510.00
State Funds- -	51,047.70
	$121,557.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. UI-161 (12)

JUDKINS POINT-SPRINGFIELD JUNCTION SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 22, 1946

Roadway (Sta. 214+00 to 249+90)

All Required		Clearing and Grubbing		$ 2,000.00
1,600	sq. yds.	Removal of Pavement and Walks	$ 0.50	800.00
550	lin. ft.	Removal of Curbs and Walls	0.30	165.00
3	only	Removal of Catch Basins	15.00	45.00
1,100	cu. yds.	Structural Excavation, Unclassified	2.50	2,750.00
6,000	cu. yds.	General Excavation, Unclassified	0.75	4,500.00
27,000	yd. stas.	Short Overhaul	0.02	540.00
2,100	C-yd. stas.	Long Overhaul	0.50	1,050.00
0.68	mile	Finishing Roadbed and Slopes	1,000.00	680.00
750	cu. yds.	Furnishing and Placing Topsoil	2.50	1,875.00
1,000	lin. ft.	8" Sewer Pipe	0.80	800.00
2,500	lin. ft.	12" Sewer Pipe	1.25	3,125.00
600	lin. ft.	15" Sewer Pipe	1.50	900.00
350	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	350.00
7	only	Special Manholes	150.00	1,050.00
16	only	Concrete Catch Basins	40.00	640.00
310	cu. yds.	Concrete Curbs	35.00	10,850.00
450	sq. yds.	Concrete Driveways	2.50	1,125.00
440	sq. yds.	Concrete Walks	2.50	1,100.00
120	lin. ft.	Expansion Joints in Walks	0.10	12.00
240	cu. yds.	Concrete Median Strips and Island	35.00	8,400.00
16	cu. yds.	Concrete Junction Boxes	30.00	480.00
930	lin. ft.	1¼" Electrical Conduit	0.75	697.50
3,300	lin. ft.	2" Electrical Conduit	1.00	3,300.00
All Required		Construct Recesses for Traffic Control Markers (75)		150.00
370	lin. ft.	2" Water Pipe	0.60	222.00
3,200	cu. yds.	3" - 0" Material in Base	2.00	6,400.00
1,700	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	2.75	4,675.00

300	M-gals.	Sprinkling	$ 2.00	$ 600.00
7,000	tons	Class "B" Asphaltic Concrete	6.50	45,500.00
			Subtotal	$104,781.50
			10% Engr. & Cont.	10,478.15
			Total	$115,259.65

Length of Roadway	0.679 mile
Cost per mile	$169,749.11

Federal Aid Urban Funds- -	$ 66,850.00
State Funds- -	48,409.65
	$115,259.65

Oregon State Highway Department

Federal Aid Project
No. UI-161 (12)

JUDKINS POINT-SPRINGFIELD JUNCTION SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 12, 1946

Roadway (Sta. 214+00 to 249+90)

All Required		Clearing and Grubbing		$ 2,000.00
1,600	sq. yds.	Removal of Pavement and Walks	$ 0.50	800.00
550	lin. ft.	Removal of Curbs and Walls	0.30	165.00
3	only	Removal of Catch Basins	15.00	45.00
1,100	cu. yds.	Structural Excavation, Unclassified	2.50	2,750.00
6,000	cu. yds.	General Excavation, Unclassified	0.75	4,500.00
27,000	yd. stas.	Short Overhaul	0.02	540.00
2,100	C-yd. stas.	Long Overhaul	0.50	1,050.00
0.68	mile	Finishing Roadbed and Slopes	1,000.00	680.00
750	cu. yds.	Furnishing and Placing Topsoil	2.50	1,875.00
1,000	lin. ft.	8" Sewer Pipe	0.80	800.00
2,500	lin. ft.	12" Sewer Pipe	1.25	3,125.00
600	lin. ft.	15" Sewer Pipe	1.50	900.00
350	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	350.00
7	only	Special Manholes	150.00	1,050.00
16	only	Concrete Catch Basins	40.00	640.00
320	cu. yds.	Concrete Curbs	35.00	11,200.00
450	sq. yds.	Concrete Driveways	2.50	1,125.00
450	sq. yds.	Concrete Walks	2.50	1,125.00
120	lin. ft.	Expansion Joints in Walks	0.10	12.00
210	cu. yds.	Concrete Median Strips and Nosings	35.00	7,350.00
20	only	Concrete Light Pedestals	25.00	500.00
3	only	Concrete Junction Boxes	30.00	90.00
630	lin. ft.	1¼" Electrical Conduit	0.75	472.50
3,000	lin. ft.	2" Electrical Conduit	1.00	3,000.00
All Required		Construct Recesses for Traffic Control Markers (75%)		150.00
450	lin. ft.	2" Water Pipe	0.60	270.00
3,000	cu. yds.	3" - 0" Material in Base	2.50	7,500.00
1,600	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	3.00	4,800.00

300	M-gals.	Sprinkling	$ 2.00	$ 600.00
6,800	tons	Class "B" Asphaltic Concrete	6.50	44,200.00
			Subtotal	$103,664.50
			10% Engr. & Cont.	10,366.45
			Total	$114,030.95

Length of Roadway 0.679 mile
Cost per mile $167,939.50

Federal Aid Urban Funds- -	$ 66,150.00
State Funds- -	47,880.95
	$114,030.95

JUDKINS POINT-SPRINGFIELD JUNCTION SECTION

PROJECT NO. UI-161 (12)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 12, 1946

RECEIVED
SEP 24 1946
FOR FILING

U-161-12

Salem, Oregon
September 23, 1946

Mr. K. D. Lytle
Division Highway Engineer
Roseburg, Oregon

Dear Sir:

Inspection of the plans for the Judkins Point-Springfield Project indicates that some of the provision made to prevent slippage of islands and median strips on the pavements which carry them may be unnecessary.

Our thought is that where the islands and median strips are surrounded by asphaltic concrete to a depth of one inch or more above the bottom surfaces of the islands and median strips, the concrete cleats or lugs could be omitted, provided some substitute means (such as railroad spikes) is used to prevent movement during the period prior to the placing of the asphaltic concrete and during the time that the asphaltic concrete is being placed alongside. Careless rolling of the asphaltic concrete might easily result in displacement, particularly in the case of the narrow median strip.

In the 16-inch median strips, a single line of lugs spaced four feet c. to c. should suffice.

If you consider it advisable to deviate from the plans and specifications to the extent above indicated, such deviation has our approval.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

cc to E. E. Umphlette

RECEIVED
SEP 24 1946
FOR FILING

11-161-12

September 20, 1946

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

Receipt is acknowledged of your letter of September 11 to Mr. Lytle, concerning our invoice No. 7445 for furnishing 25 tons of asphaltic patching mix to you at our plant in Springfield.

In several other instances this summer, we have sold asphaltic mix at our plants for $8.00 a ton to cities or counties. We have been using this figure for convenience sake in advising such purchasers what the material will cost them. We have asked our engineers to get authority from this office before arranging any sales and they are then advised the cost.

If you were advised before you took this material that the cost was $8.00 a ton, we think you should pay the invoice. If you were not so advised, we are willing to accept from you, in this case, our costs which figure $6.37 per ton for all the material produced on August 6 and 7. This cost includes ten percent for overhead and supervision, which amounts to $0.58 a ton, and covers costs of ordering, testing and paying for asphalt and rock, handling and issuing checks for labor in the Salem office, and engineering supervision of plant and personnel.

The average cost for all the paving material put out by Mr. Barker's crew this summer is $9.17 per ton in place.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB
EAC/vf
cc E. A. Collier
K. D. Lytle
A. J. Ford

PLANT—ROCKY POINT, OREGO HIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE GArfield 4356 PORTLAND 13, OREGON

September 11, 1946

Mr. K.D.Lytle, Division Engineer
Oregon State Highway Commission
Roseburg, Oregon

Dear Mr. Lytle:

We are in receipt of Invoice #7445, from the Highway Department, dated August 21/46, for the furnishing of 25 tons of Asphalt at $8.00 per ton.

This Asphalt was obtained for the purpose of repairing pavement cuts in connection with the installation of sewer pipe.

Mr. A.J.Ford, Maintenance Engineer, and Mr. Milo Barker, Batch Plant Superintendent, informed us that this material would be sold to us at cost, which figure would be approximately $5.00 per ton. We obtained the material from your plant in Springfield with our own truck and placed this material with our own forces. Our truck waited at your plant to obtain his load between loads of Highway Department trucks, thus causing no delay on the part of the Highway Department Maintenance operation.

We decided to make these repairs on the basis of $5.00 per ton in order to avoid inconveniencing the traveling public; however, we could have made penetration patches, which would have been sufficient to provide a reasonable roadway for travel.

Under the circumstances, we believe $5.00 a ton would be a fair and reasonable price. We have never yet been able to obtain, from the Highway Commission, any such price for the furnishing of material and the placement of Asphalt. Had such work been required by your department under our contract, the State would have paid us the price of $7.00 per ton in place.

We would appreciate it if you would give this matter your attention and have the billing reduced to a reasonable figure.

RECEIVED
SEP 13 1946
ROSEBURG
DIVISION OFFICE

Very truly yours,

PORTER W. YETT

By Porter W. Yett

PWY/b

COPY

Parsons
Lytle
Ford
Files
Files

OREGON STATE HIGHWAY COMMISSION

REQUEST FOR OUTSIDE BILLING

(Or Advice of Cash Transaction)

Address invoice to:

Porter Yett
3600 Pacific Highway South
Eugene, Oregon

Attention of

Request No. (assigned by staff engineer or head of department) MD 1369

Date August 20, 1946

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

State furnished 25 tons of hot stuff to contractor for the repair of pavement cuts made in connection with installation of sewer pipe, necessitated by construction on the Judkins Point job. 11 tons of hot stuff furnished on August 6th and 14 tons on August 7, 1946.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
25	tons	Hot stuff	$8.00 T	$200.00

Has payer made payment for this service? No

If so, what is amount of payment? . . . . . . $

Has payer made a deposit with the department to guarantee payment? No

If so, what is amount of deposit? . . . . . . $

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests . . . . $

Also give number of last previous request

Credit distribution:

7401-594	$200.00

Submitted by:
Maintenance Department

Approved:
Division Engineer

Approved:
I. A. DeFrance (sgd)
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or department head. Staff engineer or department head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

STATE PRINTING DEPT.

COPY

RECEIVED
SEP 13 1946
FOR FILING

21-111-12

2812

Salem, Oregon
September 9, 1946

Mr. H. G. Smith

Please advise if you have turned over to Mr. Dickson the right of way descriptions.

Please note Mr. Paxson's statement that the cut slopes will fall outside the right of way between stations 239+60 and 241+00.

Also, you will probably wish to increase the estimate of cost due to the addition of riprap.

R. H. Baldock

RHB:hi
Encl.

RECEIVED
JUN 6 1946
FOR FILING

71 161-12

June 4, 1946

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Mr. Yett:

We are sending you today, by express, a fully executed copy of contract No. 2812 which was awarded to you on May 16, 1946 by the State Highway Commission, covering grading and paving on the Judkins Point-Springfield Junction Section on Pacific Highway in Lane County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ga

Sent by express 6-4-46.

RECEIVED
MAY 18 1946
FOR FILING

U 161-12

May 17, 1946

Mr. W. A. Swanson
Box 537
Springfield, Oregon

Dear Sir:

As requested in your letter of May 14, we are attaching hereto a print of our right of way map 6B-3-15, and Sheet 5 of our federal-aid plans, showing the layout of the Springfield Junction Section of the Pacific Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enc.

cc E. A. Pease

May 14, 1946

State Highway Dept
Salem, Oregon

Gentlemen:

I have a reasonably large store at Springfield Junction, between Eugene and Springfield, Oregon. There are indications that you are planning a change or a rebuilding of the traffic lanes here in the near future. It is to my advantage to have a copy of your planned construction. Please send me blueprints of that portion that lays between Brooklyn street and the West end of the Springfield bridge. This is in blueprints #6B-3-15 of Judkins Point-Springfield Section. Also send me Sheet #5 which is the smaller layout.

I will forward you a check in payment of these plans as soon as they have been received and you have determined the costs.

Very truly yours,

W. A. Swanson

P.S: I hope you can RUSH these through.

Phone 2132
SWANSON'S FARM & HOME STORE
SPRINGFIELD JCT.
Box 537 Springfield, Ore.

RECEIVED
MAY 1[illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

U 161-12

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
[illegible] 1946
FOR FILING

May 16, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence of today in the award of contract for Oregon Project U-161(12), Judkins Point - Springfield Junction Section, to Porter W. Yett, Portland, Oregon, who submitted the low bid of $117,930.00.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer.

RECEIVED
MAY 18 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 16 1946
FOR FILING

U161-12

May 8, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of May 6, 1941, concerning the discrepancy in the 1940 unit price for "3" - 0" Material in Base" in the estimate and explanation of major items for the Judkins Point-Springfield Junction Section, Project No. U-161 (12).

We are enclosing five copies of estimate based on 1940 unit costs in which estimate the unit price for the "3" - 0" Material in Base" conforms to that given in the explanation for major items.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
FOR FILING

M 161-12

April 25, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

With reference to our telephone conversation this morning about the Springfield Junction connection and your letter of April 23 in relation thereto, please be advised that the design of the installation at the intersection at Folger Avenue and Eastshore Highway in Alameda County, California, would, in my opinion, be unsatisfactory for use at this junction.

I spent a half day at the site, studied the various designs which had been proposed, measured the distances to various control points, and prepared a different design which is a slight modification of the one proposed by your Washington office and which design I transmitted to you and discussed fully on April 9.

This design provides an 8° curve for the large traffic movement from Eugene to Springfield, gives a more direct alignment for northbound Pacific Highway traffic, and permits the movement from Springfield to Goshen without interference with the northbound Pacific Highway traffic inasmuch as the movement can take place while Pacific Highway traffic northbound is held by the red light at the intersection. When Pacific northbound is moving, Springfield-Goshen traffic will be stopped by a red light.

It is also not only desirable but, I believe, necessary to have an island large enough to permit a "U" turn at this intersection to expedite traffic movements and to eliminate the necessity of crossing the bridge to make a "U" turn in Springfield.

I have given this my very careful personal attention and will appreciate your approval of the design.

I realize that it will probably be necessary to provide "No Parking" restrictions on part of the Y^3 leg and we will provide these restrictions, possibly for a distance of 150 feet back of the bridge, when the intersection is placed in operation and we can more fully observe the traffic behavior.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:MI

RECEIVED
FOR FILING

U 161-12

~~MONTANA~~
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

April 23, 1946.

10

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to previous discussions and particularly to our conversation in your office April 9th, at which time you were furnished a sketch of the proposed modifications by our Washington Office of the plan for the treatment of the Springfield Junction intersection, Oregon U-161(12). As mentioned at that time, the following confirms our remarks.

The sketch submitted was prepared in order to give better paths for the predominate traffic movements.

In any plan it seems to be desirable to eliminate parking on the right of Y-3 roadway between Stations 242 and 245, approximately. In this length all eastbound traffic must throttle down to a single lane movement across the bridge and any parking maneuvers would interfere with the through traffic flow. Also for the indicated traffic pattern the path of eastbound through traffic appears to be unnecessarily indirect. This form of intersection has been tried with a main road median or center island only 30 to 50 feet wide and is believed satisfactory. As shown on the sketch, the reduced width of the median will improve the main flow path, improve the left turning radius for Goshen to Eugene movements and provide good location points for the traffic lights. It will be possible to make U-turns around either end of the central island. There appears to be ample storage space on Y-3 roadway to the south of crossing and the triangular island will aid in separating the minor movement toward the east. Sketch A is drawn to closely follow your plan whereas Sketch B gives a greater rounding on the north side of the central island and by a shift in the Y-3 approach improves the left turn radius and enlarges the triangular island. Of the two, the Sketch B plan seems the more desirable.

RECEIVED
APR 25 1946
OREGON
STATE HIGHWAY COMMISSION

With regard to your letter of April 15th, we note no comments are made relative to prohibiting parking on leg Y-3 and while you advised verbally this could not very well be accomplished due to buildings now constructed along this leg, we wish you would canvass this situation and see if it would not be possible to prohibit parking near the bridge approach where all east bound traffic is funnelled into one lane. It seems to us there should be at least 150 feet where parking is prohibited.

For your information, there is hereto attached a sketch of the layout as constructed at the intersection of Folger Avenue and Eastshore Highway in Alameda County, California. This treatment was one of those suggested as a possibility for use at the Springfield Junction intersection and was discussed on your recent visit at this District Office. As shown on this sketch map, the traffic movements are controlled by three-way signals. Preference is given to the north bound or main traffic movement. The secondary movement from the east to the south has a lesser time allowance for moving across the north bound lane. The relatively small movement from the north to the east actuates the signals by means of a control set in the pavement.

In view of the possibility of the removal by relocation of this section of highway from the Interstate System, the use of the designation UI seems questionable and we suggest that in all future references to this project the prefix U be used instead of UI.

Very truly yours,

T M Davis

T. M. DAVIS
District Engineer.

RECEIVED
APR 18 1946
FOR FILING

UI 161-12

April 15, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

I am attaching hereto plan of the Springfield Junction channelization which embodies some modification which you sent last week.

After receipt of your plan, I made a personal inspection of this project on the ground and feel that a deceleration lane, protected by a barrier, must be provided where the northbound traffic on US99 intersects the traffic westbound on US28. I believe that this plan contains all the suggestions of the Washington office and do not think that any objection to the modification which I have introduced will be voiced, because it embraces an added safety factor.

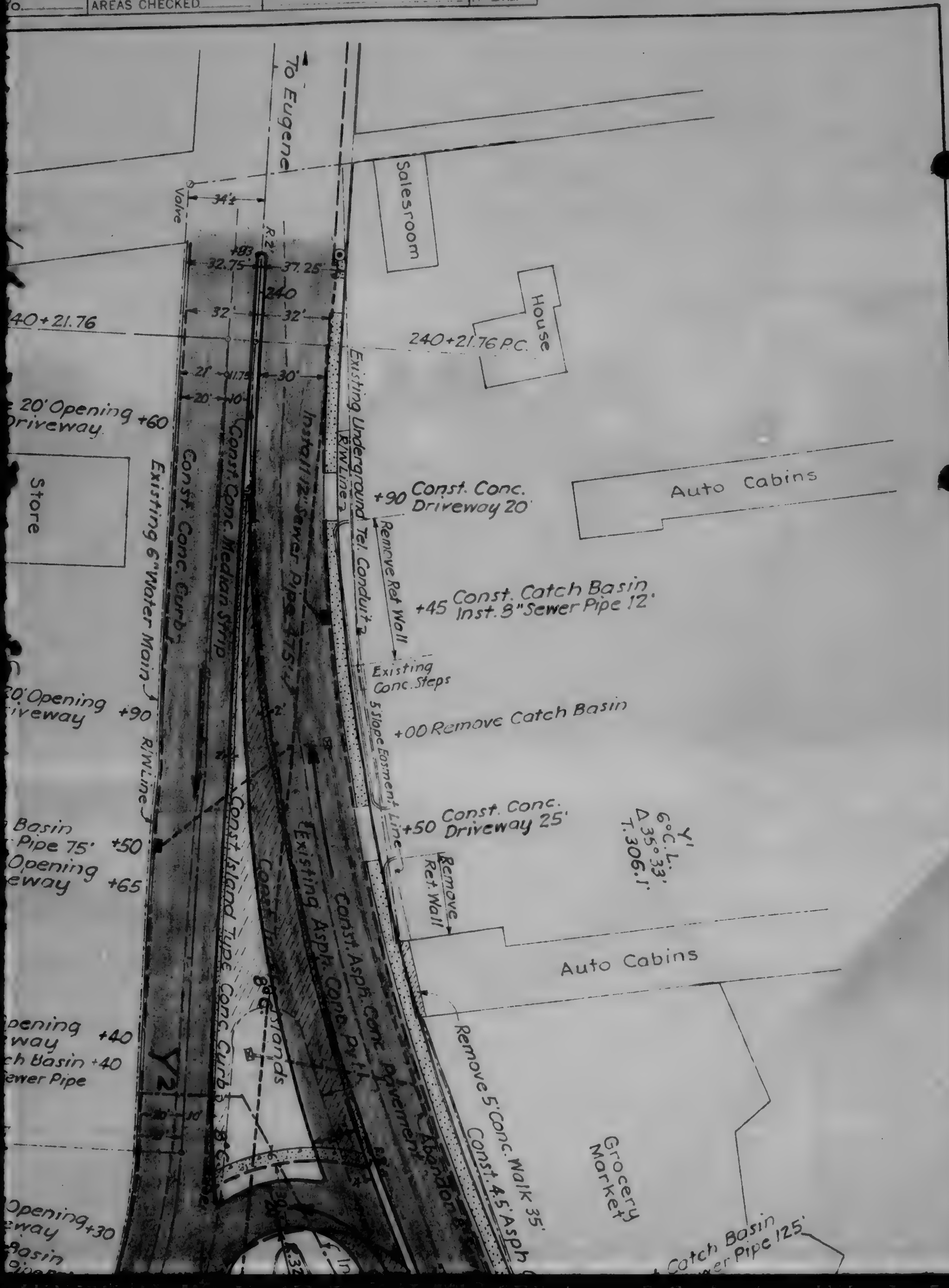
May we have your approval of this plan so that the project can be included in the next letting, set for May 15?

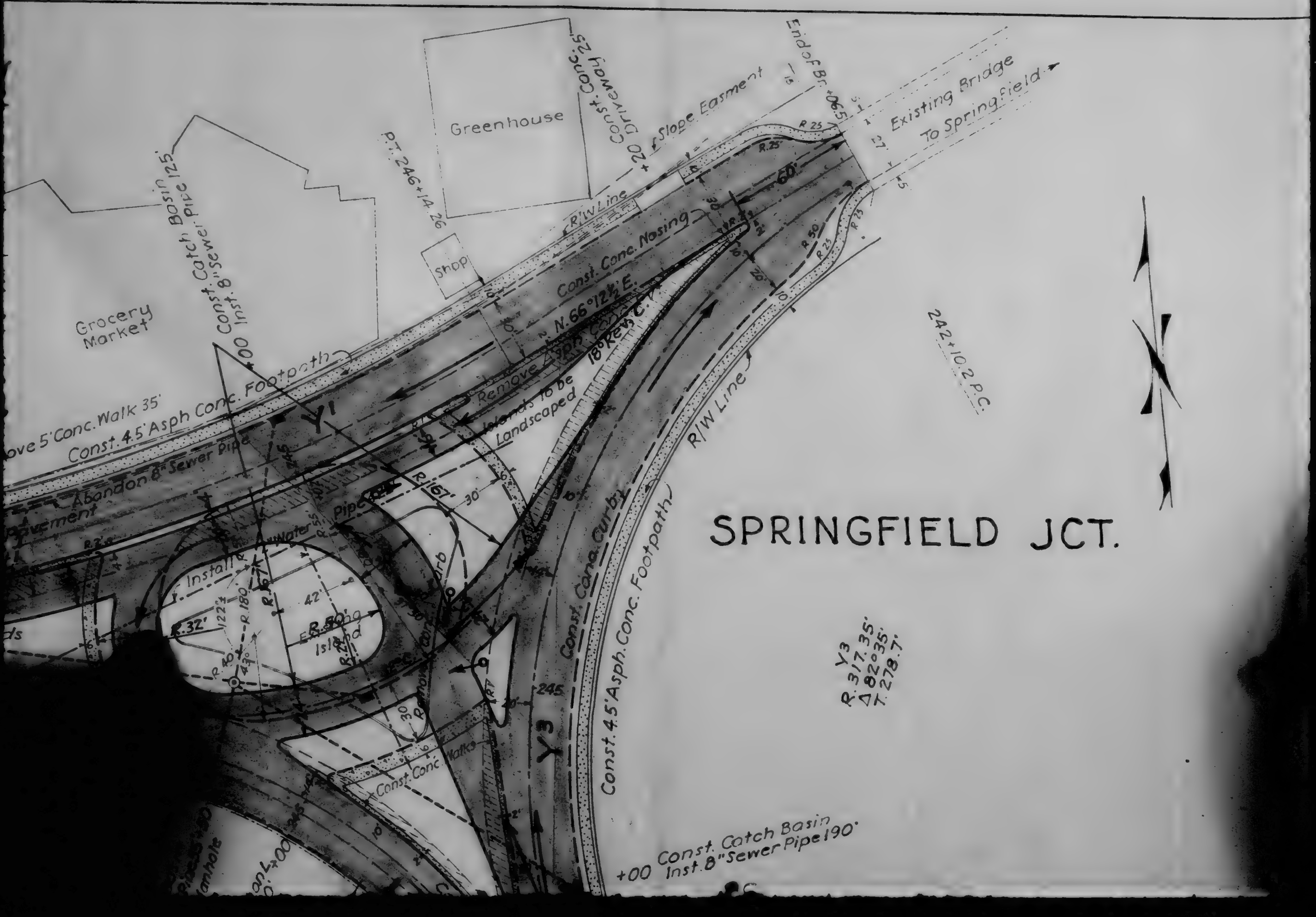
Very truly yours,

R. H. Baldock
State Highway Engineer

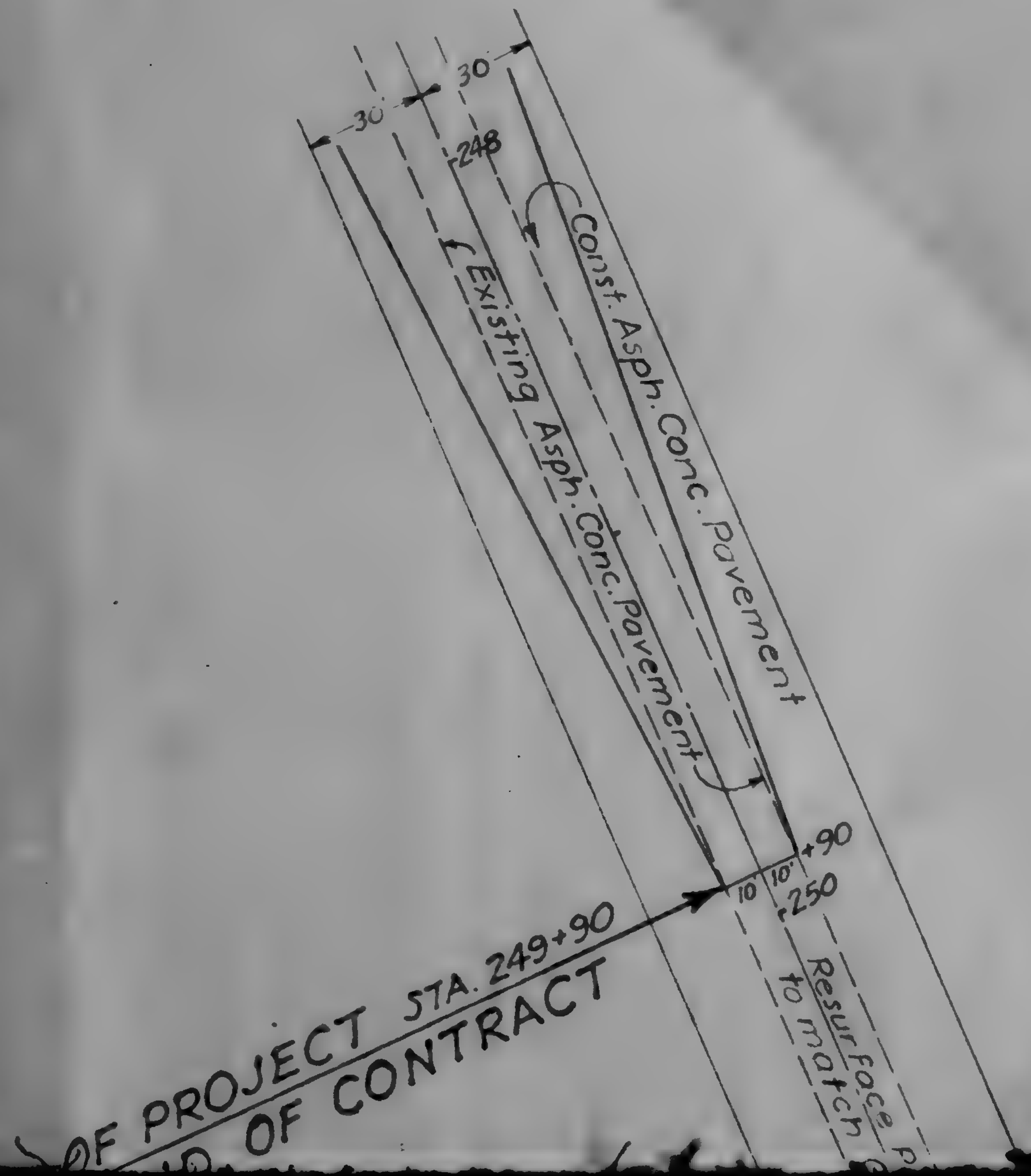
[redacted]
cc Mr. H. G. Smith

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
No.	AREAS CHECKED		


To Eugene
Salesroom
House
Valve
34'±
R.2'
+83
32.75'
37.25'
240
32'
32'
240+21.76
240+21.76 P.C.
21'
11.75'
30'
20'
10'
20' Opening Driveway +60
Store
Existing 6" Water Main
Const. Conc. Curb
Const. Conc. Median Strip
Install 12" Sewer Pipe 175'
Existing Underground Tel. Conduit
R/W Line
+90 Const. Conc. Driveway 20'
Auto Cabins
Remove Ret. Wall
+45 Const. Catch Basin Inst. 8" Sewer Pipe 12'
Existing Conc. Steps
20' Opening Driveway +90
R/W Line
5' Slope Easement Line
+00 Remove Catch Basin
Basin Pipe 75' +50
Opening Driveway +65
+50 Const. Conc. Driveway 25'
Y1 6° C.L. Δ 35°33' T. 306.1'
Const. Island Type Conc. Curb
Existing Asph. Conc. Pvt.
Const. Asph. Conc. Pavement
Remove Ret. Wall
Auto Cabins
8" C.
Islands
Opening Driveway +40
Catch Basin +40
Sewer Pipe
Y2
20'
10'
Remove 5' Conc. Walk 35'
Const. 4.5' Asph.
Abandon
Grocery Market
Opening Driveway +30
Basin
Catch Basin
Sewer Pipe 125'


Grocery Market
Greenhouse
Shop
+00 Const. Catch Basin Inst. 8" Sewer Pipe 125'
P.T. 246+14.26
+20 Const. Conc. Driveway 25'
Slope Easment
End of Br. 590+65
Existing Bridge
To Springfield
R/W Line
Const. Conc. Nosing
N. 66°12½' E.
Remove Asph. Conc.
18° Rev. C.
Islands to be Landscaped
ove 5' Conc. Walk 35'
Const. 4.5' Asph. Conc. Footpath
Abandon 8" Sewer Pipe
Y1
245
R. 167'
30'
Pipe
Water
Install
R. 32'
R. 180
122'
R. 40
43°
42'
R. 50'
Existing Island
R. 24'
Remove Conc. Curb
R. 7'
Const. Conc. Walks
Y3
Const. Conc. Curb
Const. 4.5' Asph. Conc. Footpath
R/W Line
60'
R. 25'
R. 50
20'
242+10.2 P.C.
SPRINGFIELD JCT.
Y3
R. 317.35'
Δ 82°35'
T. 278.7'
+00 Const. Catch Basin Inst. 8" Sewer Pipe 190'
Manhole

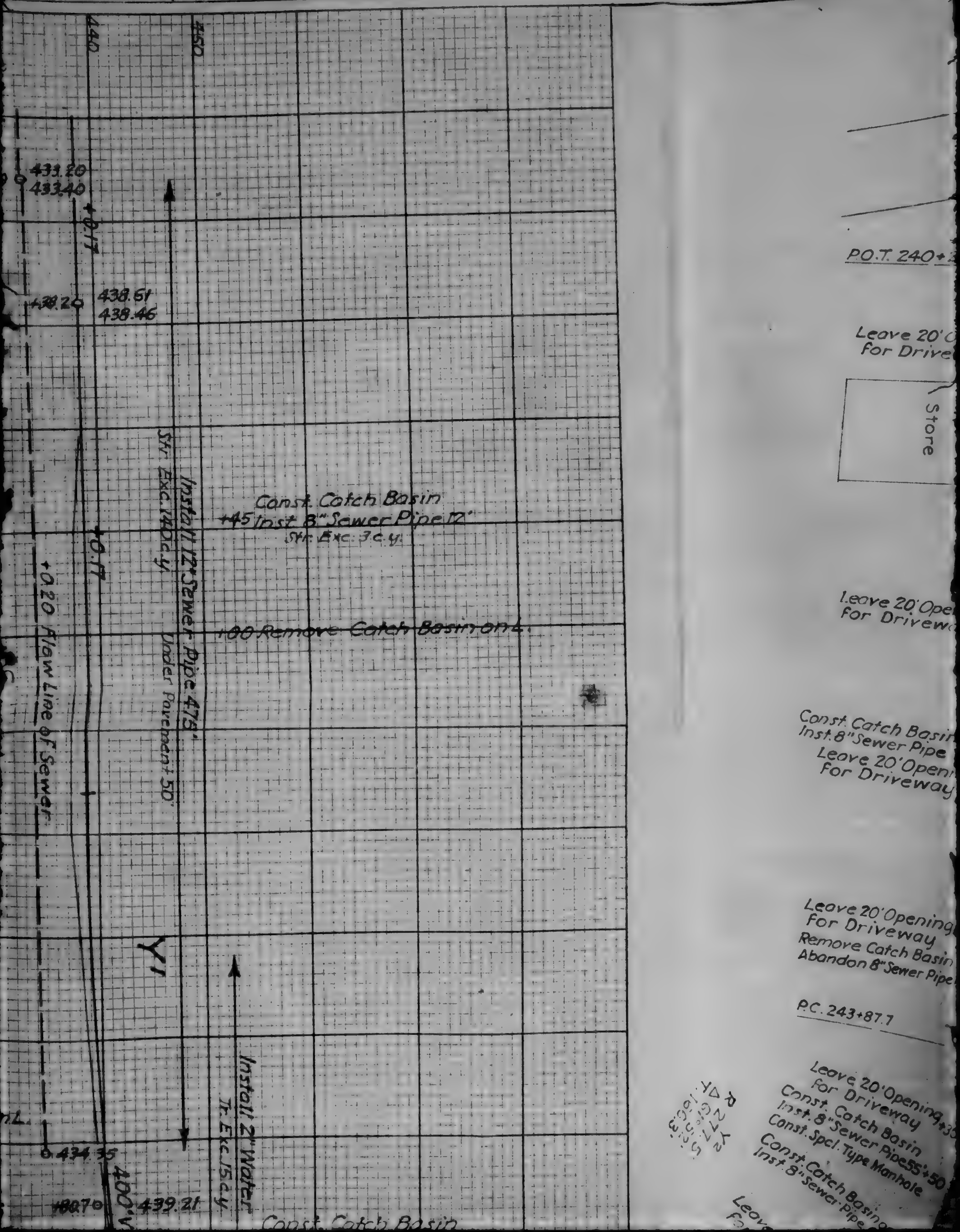
JUDKINS POINT-SPRINGFIELD JCT. SEC. PACIFIC HIGHWAY LANE COUNTY				SHEET No. 5
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	UI-161(12)		*See Index*

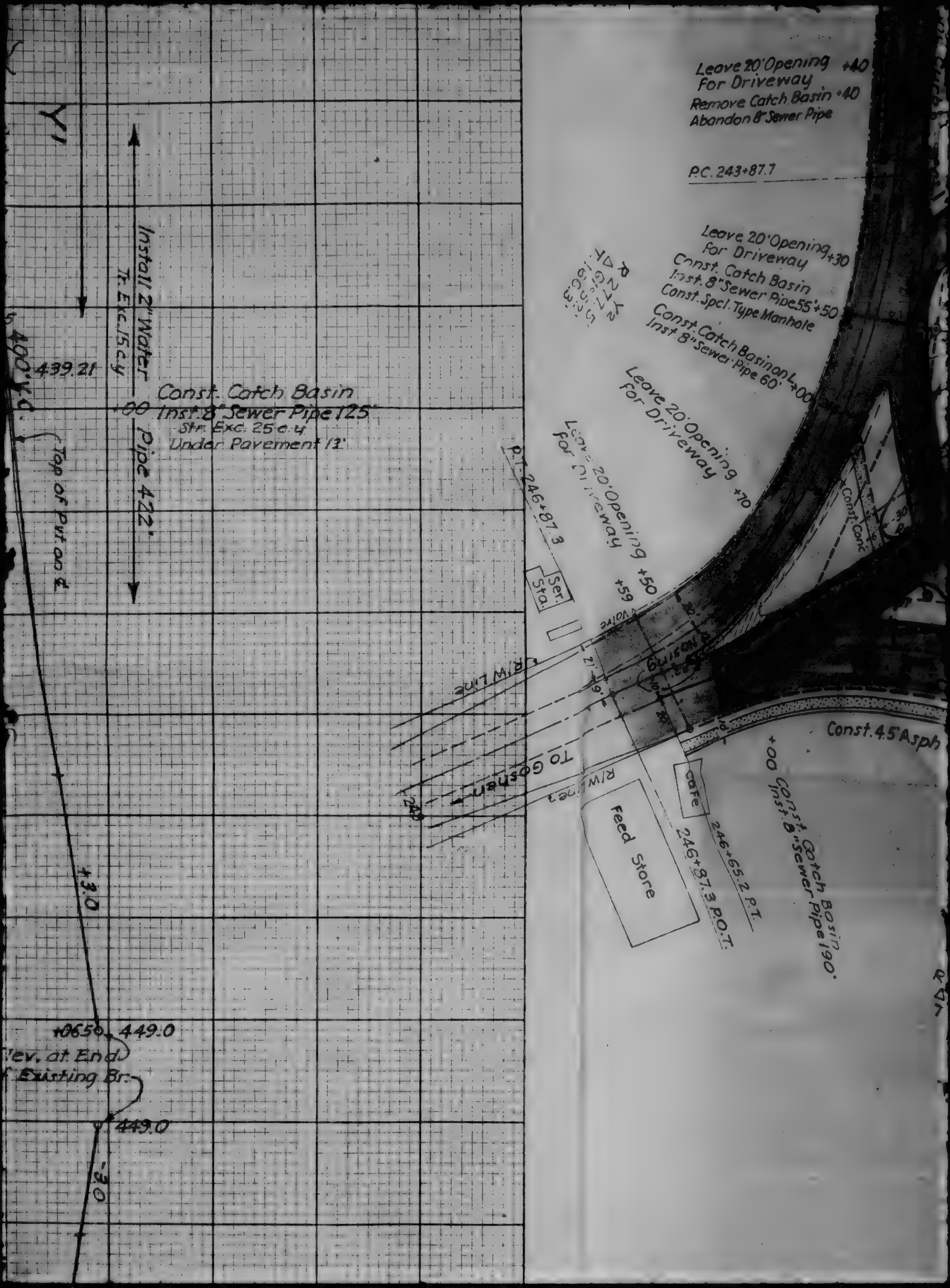


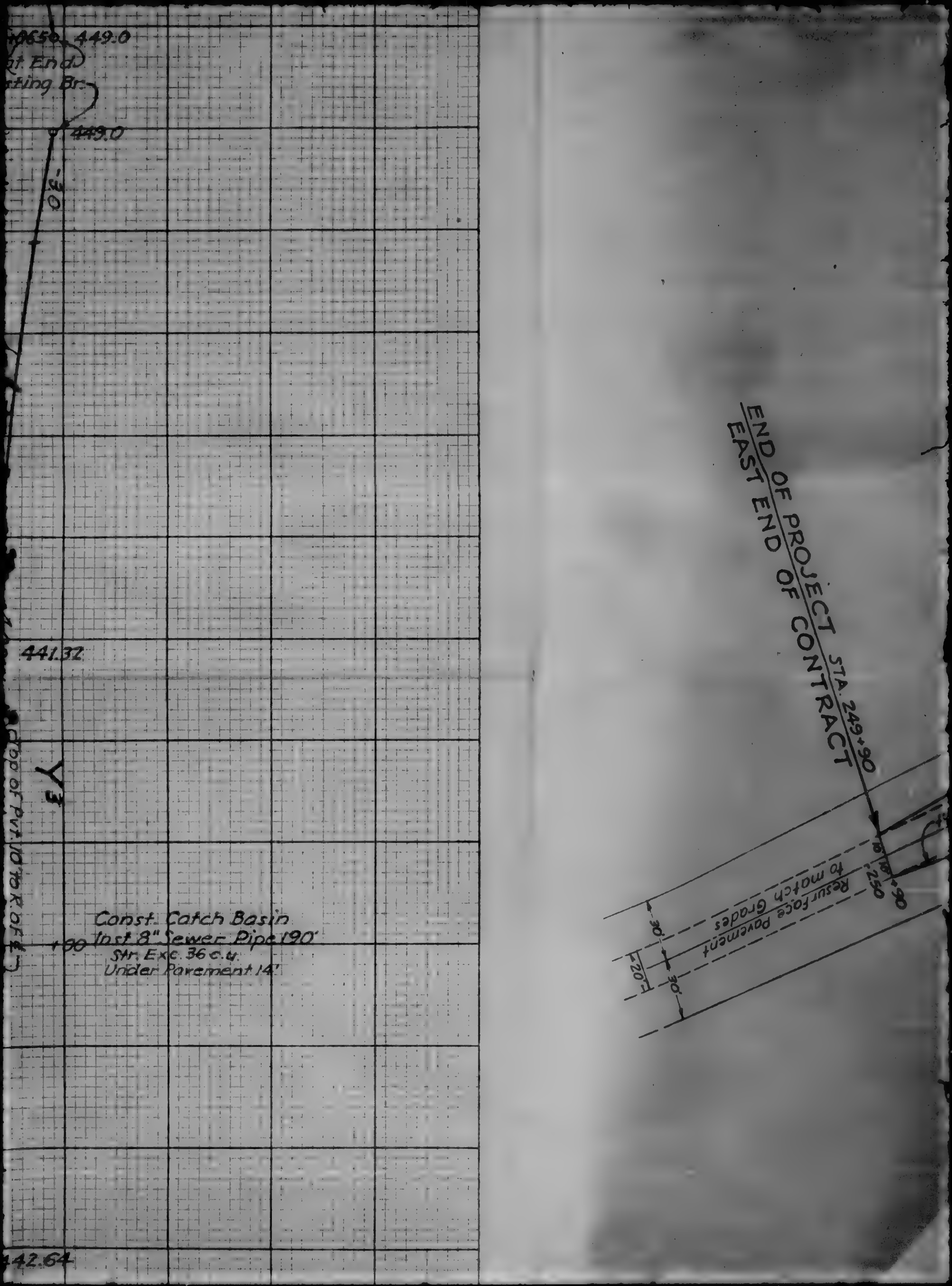
30
30
248
℄ Existing Asph. Conc. Pavement
Const. Asph. Conc. Pavement
+90
10
10'
250
OF PROJECT STA. 249+90
D OF CONTRACT
Resurface
to match

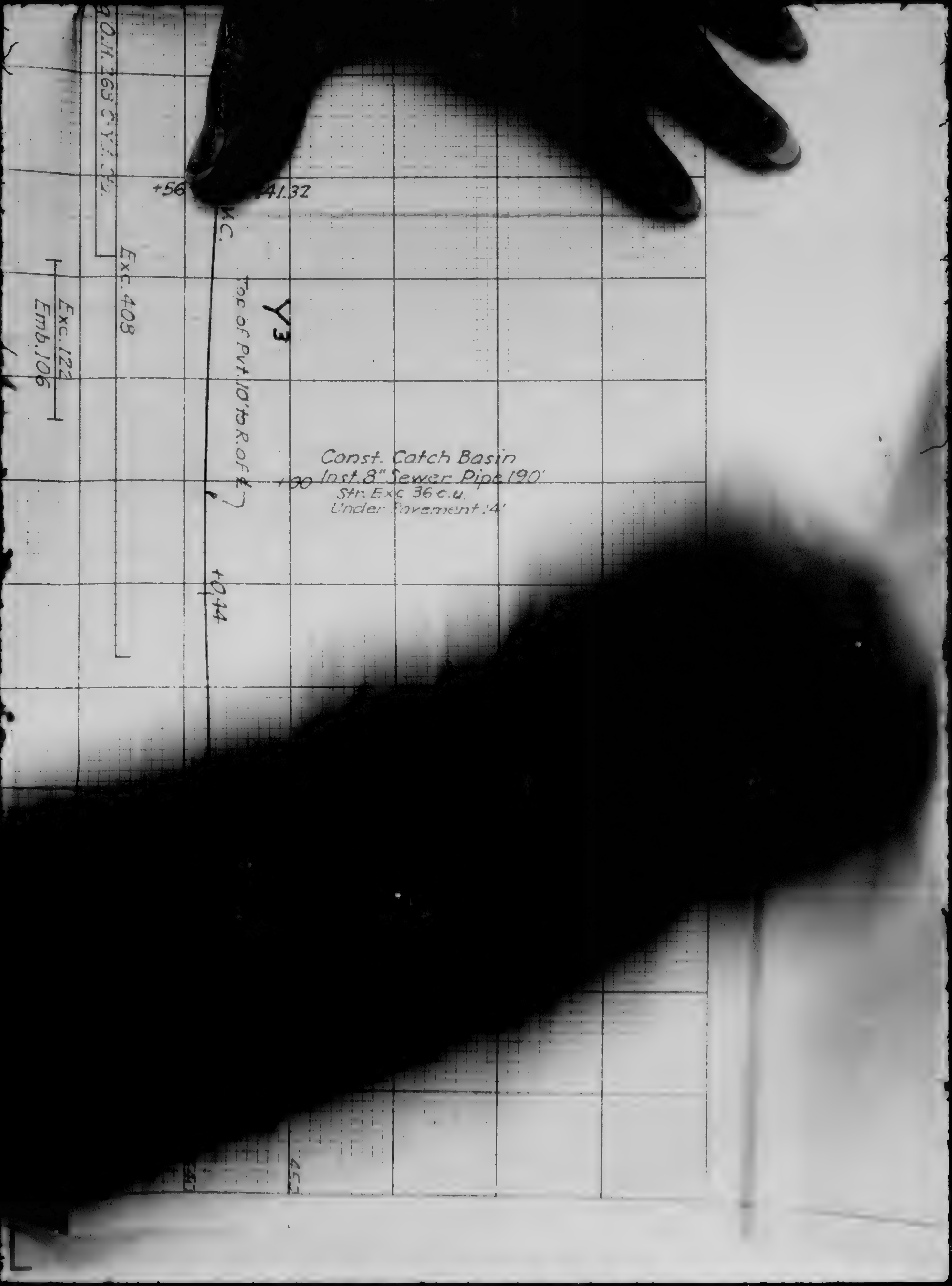
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

NO.


440
450
433.20
433.40
+0.17
438.20
438.61
438.46
Install 12" Sewer Pipe 475'
Str. Exc. 140 c.y.
Under Pavement 50'
Const. Catch Basin
+45 Inst. 8" Sewer Pipe 12'
Str. Exc. 3 c.y.
+0.17
+0.20 Flow Line of Sewer
+90 Remove Catch Basin on 4
Y1
Install 2" Water
Tr. Exc. 15 c.y.
434.35
400'
+80.70
439.21
Const. Catch Basin
P.O.T. 240+
Leave 20' O
For Drive
Store
Leave 20' Ope
For Drivew
Const. Catch Basin
Inst. 8" Sewer Pipe
Leave 20' Openi
For Driveway
Leave 20' Opening
For Driveway
Remove Catch Basin
Abandon 8" Sewer Pipe
P.C. 243+87.7
Leave 20' Opening +35
For Driveway
Const. Catch Basin
Inst. 8" Sewer Pipe 55'+50
Const. Spcl. Type Manhole
Const. Catch Basin
Inst. 8" Sewer Pipe
Leave
Fo

Y1
Install 2" Water
Tr. Exc. 15 c.y.
Pipe 422'
439.21
490 V.C.
+00
Const. Catch Basin
Inst. 8" Sewer Pipe 125'
Str. Exc. 25 c.y.
Under Pavement 13'
Top of Pvt. on ℄
+3.0
+0650 449.0
Elev. at End
of Existing Br.
449.0
-3.0
Leave 20' Opening +40
for Driveway
Remove Catch Basin +40
Abandon 8" Sewer Pipe
P.C. 243+87.7
Leave 20' Opening +30
for Driveway
Const. Catch Basin
Inst. 8" Sewer Pipe 55' +50
Const. Spcl. Type Manhole
Const. Catch Basin on L
Inst. 8" Sewer Pipe 60' +00
Leave 20' Opening
for Driveway +70
Leave 20' Opening
for Driveway +50
+59
R Δ Y2
1663
77.5
P.T. 246+87.3
Ser. Sta.
Valve
R/W Line
R/W Line
To Goshen
240
Cafe
Feed Store
246+87.3 P.O.T.
246+65.2 P.T.
+00 Const. Catch Basin
Inst. 8" Sewer Pipe 190'
Const. 4.5' Asph
Const. Conc.
30
20
R Δ

0650 449.0
at End
sting Br.
449.0
-3.0
441.32
op of Pvt. 10' to R. of ℄
Y3
Const. Catch Basin
Inst. 8" Sewer Pipe 190'
Str. Exc. 36 c.y.
Under Pavement 14'
+90
442.64
END OF PROJECT STA. 249+90
EAST END OF CONTRACT
Resurface Pavement
to match Grades
30'
30'
20'
250
+90
10'
10'

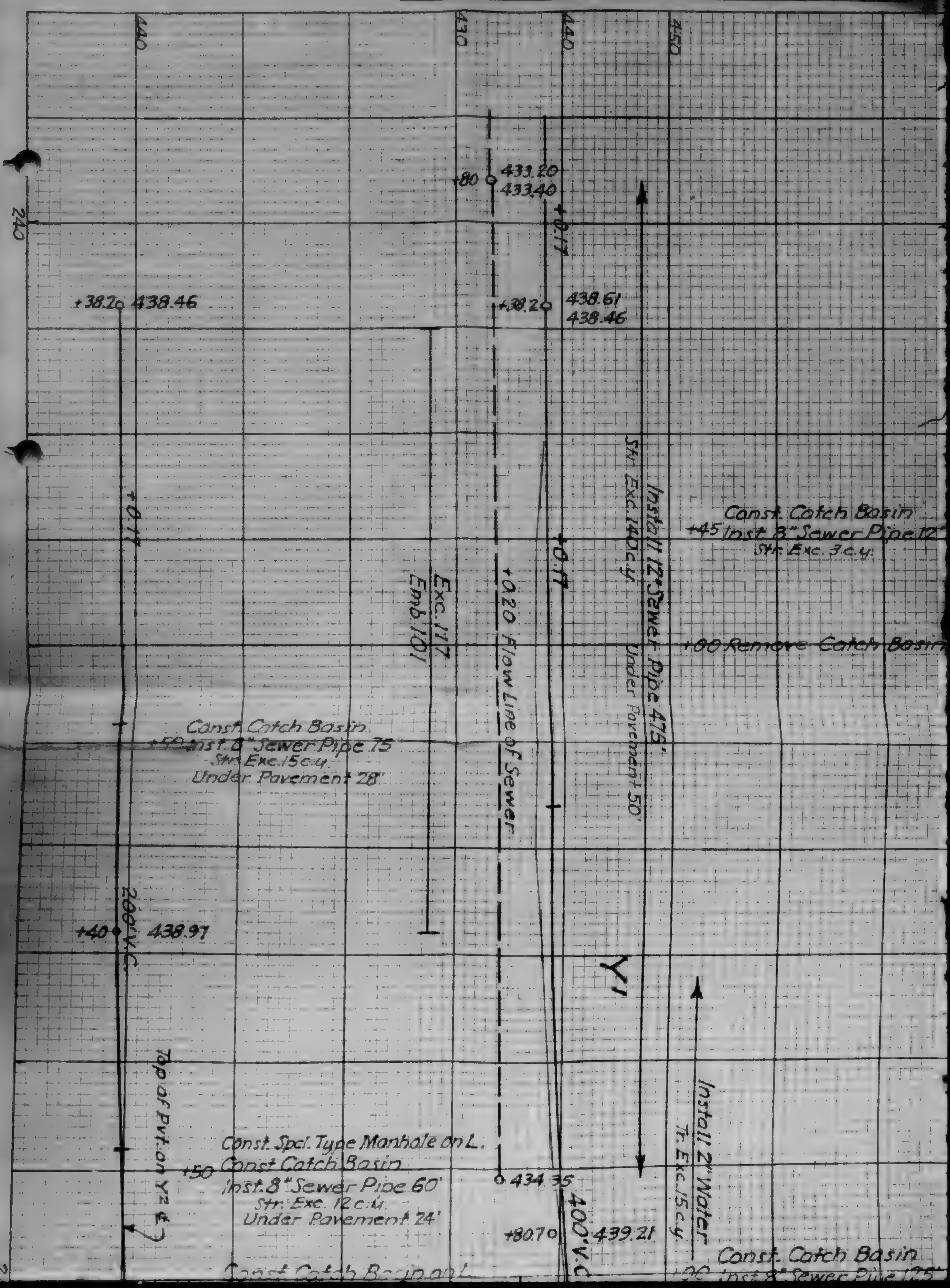

O.H. 265 C.Y. ...
+56
41.32
Exc. 408
Exc. 122
Emb. 106
Top of Pvt. 10' to R. of ℄
Y3
Const. Catch Basin
Inst. 8" Sewer Pipe 190'
Str. Exc 36 c.u.
Under Pavement 14'
+00
+0.44

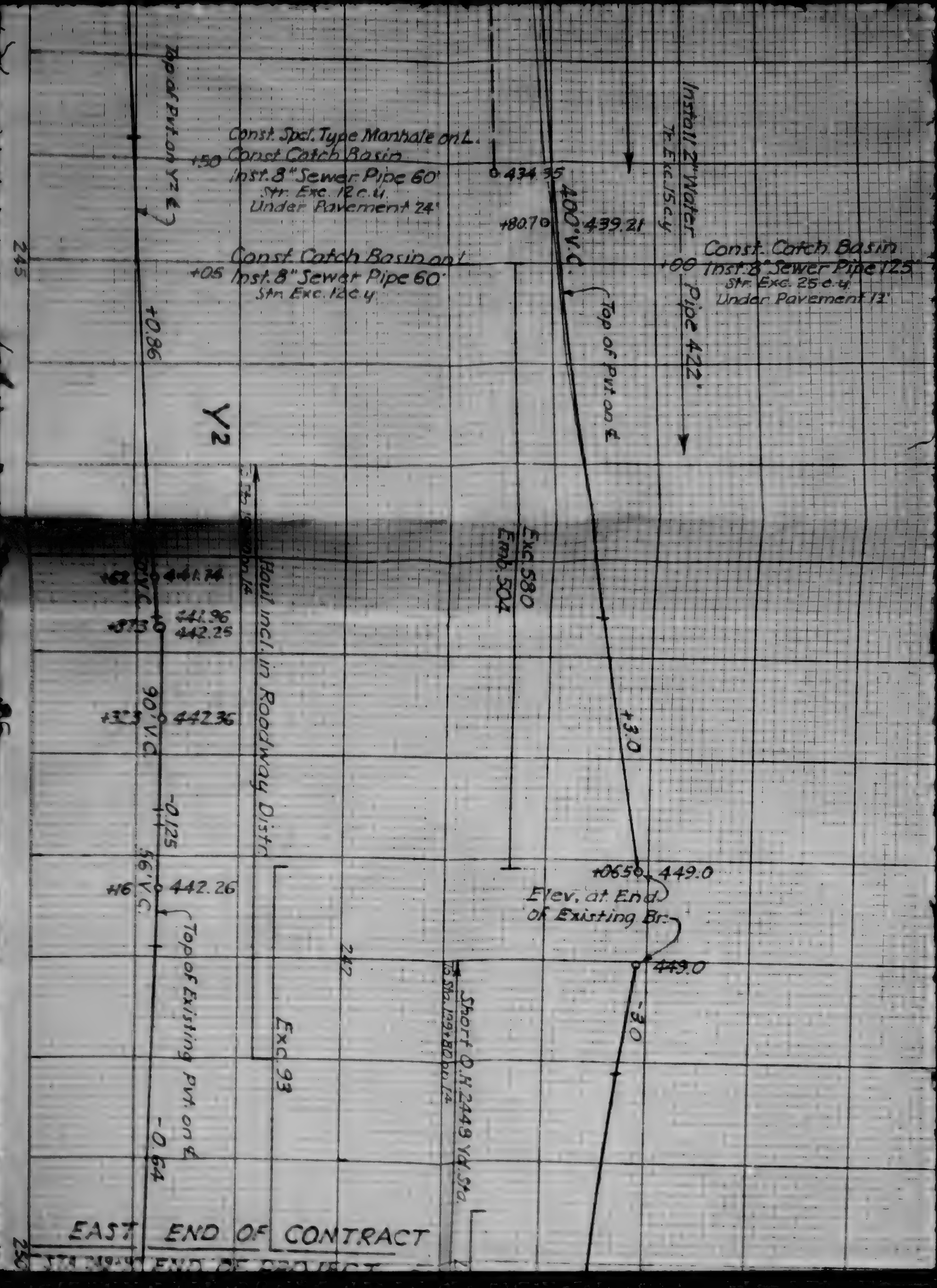
NOTE BOOK

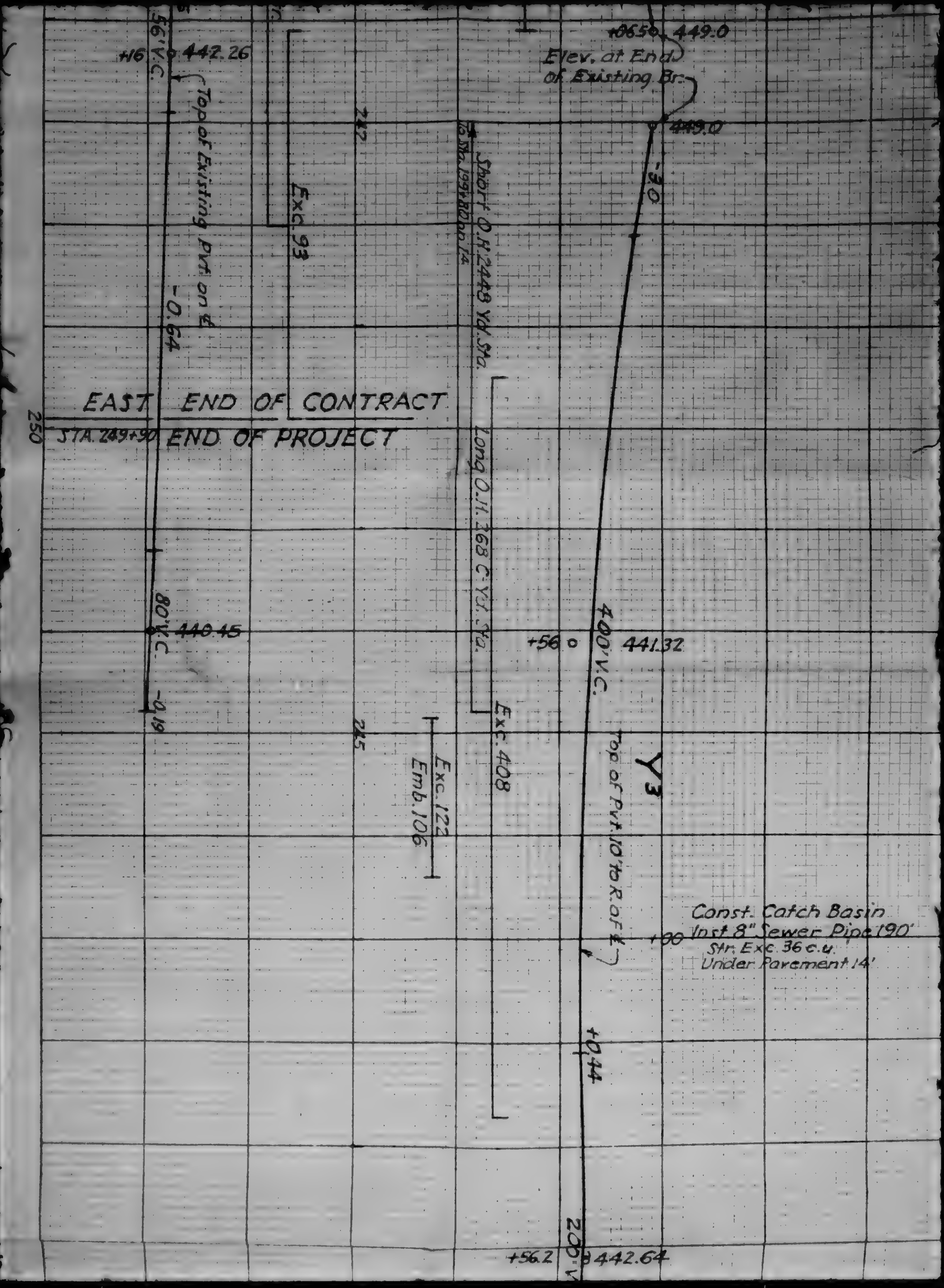
NO.

AREAS

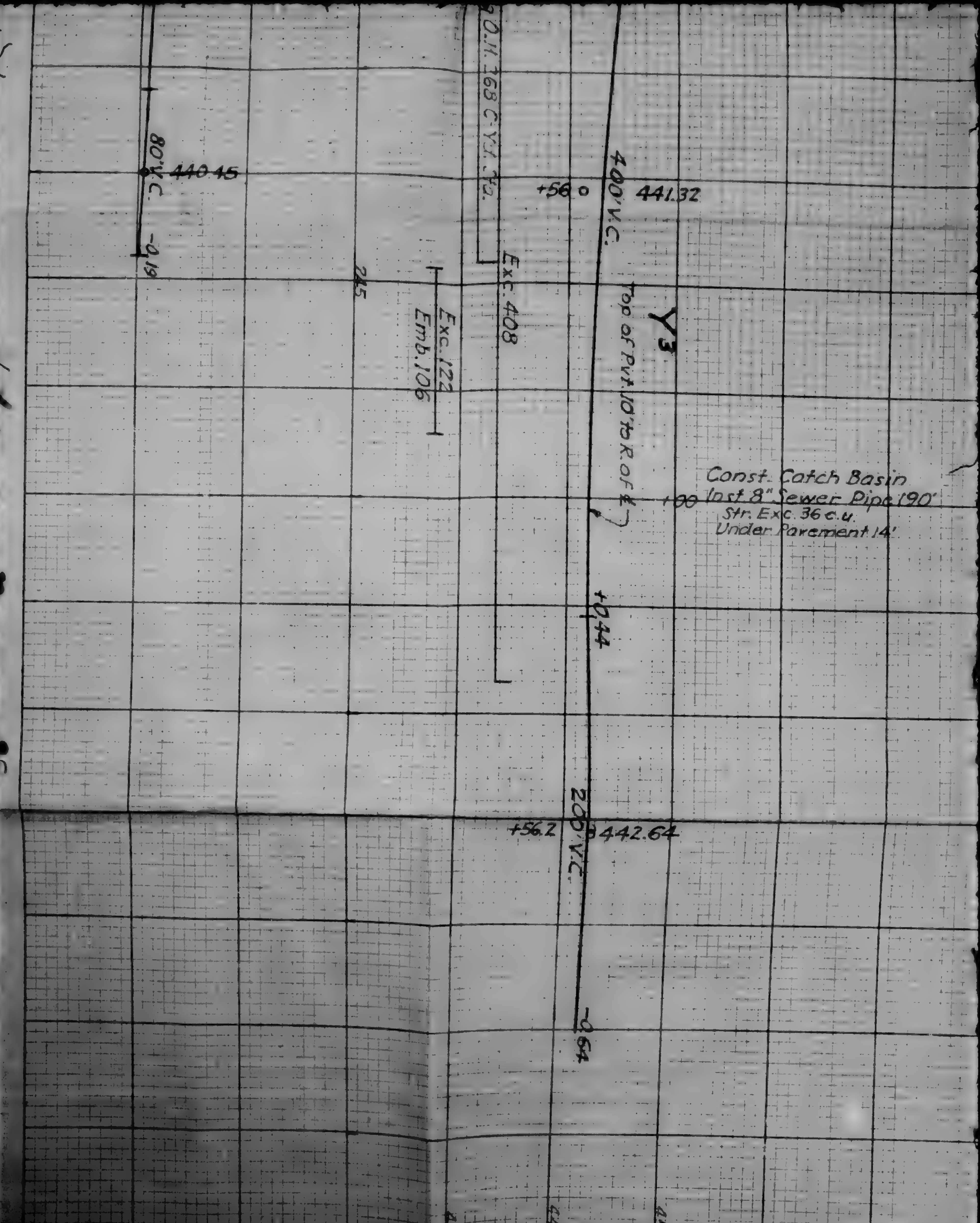
AREAS CHECKED


440
430
440
450
240
+80 433.20
433.40
+0.17
+38.2 438.46
+38.2 438.61
438.46
Install 12" Sewer Pipe 475'
Str. Exc. 140 c.y.
Under Pavement 50'
Const. Catch Basin
+45 Inst. 8" Sewer Pipe 12'
Str. Exc. 3 c.y.
+0.17
+0.17
Exc. 117
Emb. 101
+0.20 Flow Line of Sewer
+00 Remove Catch Basin
Const. Catch Basin
+50 Inst. 8" Sewer Pipe 75'
Str. Exc. 15 c.y.
Under Pavement 28'
200' V.C.
+40 438.97
Y1
Top of Pvt. on Y2 ℄
Install 2" Water
Tr. Exc. 15 c.y.
Const. Spcl. Type Manhole on L.
+50 Const. Catch Basin
Inst. 8" Sewer Pipe 60'
Str. Exc. 12 c.y.
Under Pavement 24'
434.35
400' V.C.
+80.7 439.21
Const. Catch Basin
+90 Inst. 8" Sewer Pipe 125'
Const. Catch Basin on L

Top of Pvt. on Y2 ℄
Const. Spcl. Type Manhole on L.
+50
Const. Catch Basin
Inst. 8" Sewer Pipe 60'
Str. Exc. 12 c.y.
Under Pavement 24'
434.35
400' V.C.
+80.70
439.21
Install 2" Water
Tr. Exc. 15 c.y.
245
Const. Catch Basin on L
+05
Inst. 8" Sewer Pipe 60'
Str. Exc. 12 c.y.
+00
Const. Catch Basin
Inst. 8" Sewer Pipe 125'
Str. Exc. 25 c.y.
Under Pavement 72'
Pipe 422'
Top of Pvt. on ℄
+0.86
Y2
Exc. 580
Emb. 504
Haul incl. in Roadway Distr.
+62
441.74
V.C.
+87.5
441.96
442.25
+32.5
442.36
90' V.C.
+3.0
-0.125
56' V.C.
+16
442.26
+06.5
449.0
Elev. at End of Existing Br.
449.0
Top of Existing Pvt. on ℄
247
Exc. 93
Short O.H. 2448 Yd. Sta.
-3.0
-0.64
EAST END OF CONTRACT
250
END OF PROJECT



+16 442.26
56'V.C.
Top of Existing Pvt. on ℄
-0.64
Exc. 93
242
Short O.H. 2448 Yd. Sta.
to Sta. 199+80 pn. 14
+06.50 449.0
Elev. at End of Existing Br.
449.0
-3.0
EAST END OF CONTRACT
250
STA. 249+90 END OF PROJECT
Long O.H. 368 C.Yd. Sta.
80'V.C.
440.45
-0.19
225
Exc. 122
Emb. 106
Exc. 408
+56 441.32
400'V.C.
Y3
Top of Pvt. 10' to R. of ℄
Const. Catch Basin
Inst 8" Sewer Pipe 190'
Str. Exc. 36 c.u.
Under Pavement 14'
+90
+0.44
200
+56.2 442.64
200'V.C.


80' V.C.
440.45
-0.19
0.11 68 C.Y.I. Pa.
Exc. 408
245
Exc. 122
Emb. 106
+56.0
400' V.C.
441.32
Top of Pvt. 10' to R. of ℄
Y3
+00
Const. Catch Basin
Inst. 8" Sewer Pipe 190'
Str. Exc. 36 c.u.
Under Pavement 14'
+0.44
+56.2
200' V.C.
442.64
-0.64
430
440
450

RECEIVED
MAR 28 1946
FOR FILING

UI 161-12

March 26, 1946

REFERRED TO [illegible]
BY SECRETARY

Note + return to Files.

Mr. C. P. Toussieng
General Plant Manager
Pacific Telephone & Telegraph Company
730 S. W. Oak Street
Portland 5, Oregon

Dear Sir:

I have noted your complaint, regarding the layout of the Judkins Point-Springfield Junction Section, that there is insufficient room for the telephone poles on the south side of the highway.

At the inception of this project, we made an appraisal along the south side with a view to acquiring sufficient room for sidewalk and other incidentals and found that the right of way costs were prohibitive and that we could not finance it. Consequently, we have had to get along with a very limited right of way.

It is my understanding that you propose to carry one cable only on the poles which you will erect on the south side; therefore, it was suggested to Mr. Perry that he get some special kind of steel pole and place it in the nine inches which we have reserved for curb. If you prefer, you can install the cable underground at this location. In case that is impractical, you could get a few easements to allow the extra width of pole to remain on private property. The cable itself would be on the highway right of way if erected on the inside of the pole, and nothing but the base of the pole would be on private property.

Under ordinary circumstances, when we are acquiring new right of way, we provide ample for the erection of poles, but our attorney has ruled that there is nothing obligatory in the matter, and in the present instance we could not see our way clear to justify the additional expense.

The taking of bids for this project has been postponed to the May meeting. May I suggest that Mr. Perry come to Salem in the interim and we will be glad to discuss this matter further.

Very truly yours,

NOTED

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. H. G. Smith

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY
OREGON AREA
730 S. W. OAK STREET
TELEPHONE ATWATER 6261

C. P. TOUSSIENG
GENERAL PLANT MANAGER

PORTLAND, 5. March 18, 1946

Mr. R. H. Baldock, Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

This is to acknowledge receipt of preliminary plans for reconstruction of the Judkins' Point-Springfield Junction section of the Pacific Highway, and to confirm discussion of these plans between Mr. Perry of this company and Mr. Smith of your office.

In our examination of the preliminary plans, we note that the pavement and curb is proposed to a point 0.25 Ft. from the south right of way line between Stations 214+00 and 235+47. As your plans show, our pole line is on the south side of the existing highway in this section, a position that we have maintained for over 30 years. Your proposed plans preclude moving our lead to the normal position of one foot inside the right of way line. In providing a position on the north side of the highway in this section for a pole line, you may have had in mind joint construction with the Mountain States Power Company; however, their pole line carries a high voltage transmission line, the type of which is not suitable for normal joint use with a communication company.

Owing to the territory served and the telephone distribution problem involved, it is essential that a pole line be maintained along the south side of this highway. Consequently, we are requesting the regular consideration in your plans as was provided in the adjacent section (Station 210+00 to 214+00), for a position in which to maintain a pole line for communications purposes inside the right of way line to be established. A space approximately 1.5 Ft. wide is required in which to properly maintain a pole.

In order for us to program the work in connection with the relocation of our lead in advance of your proposed work, we will appreciate an early reply to the above request. We understand that the contract for your work is to be let on April 4-5, 1946.

Yours very truly,

GENERAL PLANT MANAGER

RECEIVED
MAR 20 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 28 1946
FOR FILING

U1 Kel-12

March 25, 1946

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

I understand that you have sent the sketch of the channelized intersection at the Springfield junction on the present route of US99 south of Eugene to Washington for comments and suggestions.

Please be advised that we recognize that the suggested design could not be used for the permanent location of US99 which is an interstate highway; however, we plan to revise this section of US99 from Eugene to Goshen by constructing a road on the east side of the Southern Pacific railway and along the bluffs on high ground, which will eliminate the use of this section of highway as the route of US99 traffic. That portion of the highway near Judkins Point, which is about 3/4 mile north of this intersection, is inundated by the floods of the Willamette at intervals ranging from two to five years. This circumstance alone dictates the necessity of the revision. It is planned to place this project on the program immediately following the present postwar program--perhaps in 1948.

In the interim, something should be done to improve the conditions at the Springfield junction. At the present time the traffic is not regulated and, while there have not been any serious accidents here, there are many minor collisions and the conditions are getting worse. A simple T intersection with lights would necessitate the use of a three-phase signal, and such installation and channelization incident thereto will tend to congest the intersection and will not take care of all the turning movements required.

Please refer to the attached sketch, in duplicate, showing revisions in red which will permit an acceleration lane for a turning movement involving northbound Pacific Highway traffic, giving an acceleration lane 400 feet long to merge with the traffic flow from Springfield to Eugene. We also plan to put in a simple two-phase traffic light to take care of the cross traffic from Eugene to Springfield and from Goshen to Eugene. This will be a time signal with intervals set to accommodate the traffic flow. With this one signal, the traffic should be able to move fairly freely and safely through the intersection.

Just as soon as the traffic of the Pacific Highway (US99) is taken from this section of road, the movement from Goshen to Eugene on this section of road will become very minor in character and the traffic signal can be removed and the installation will be entirely satisfactory for the character, amount and direction of traffic remaining at the intersection.

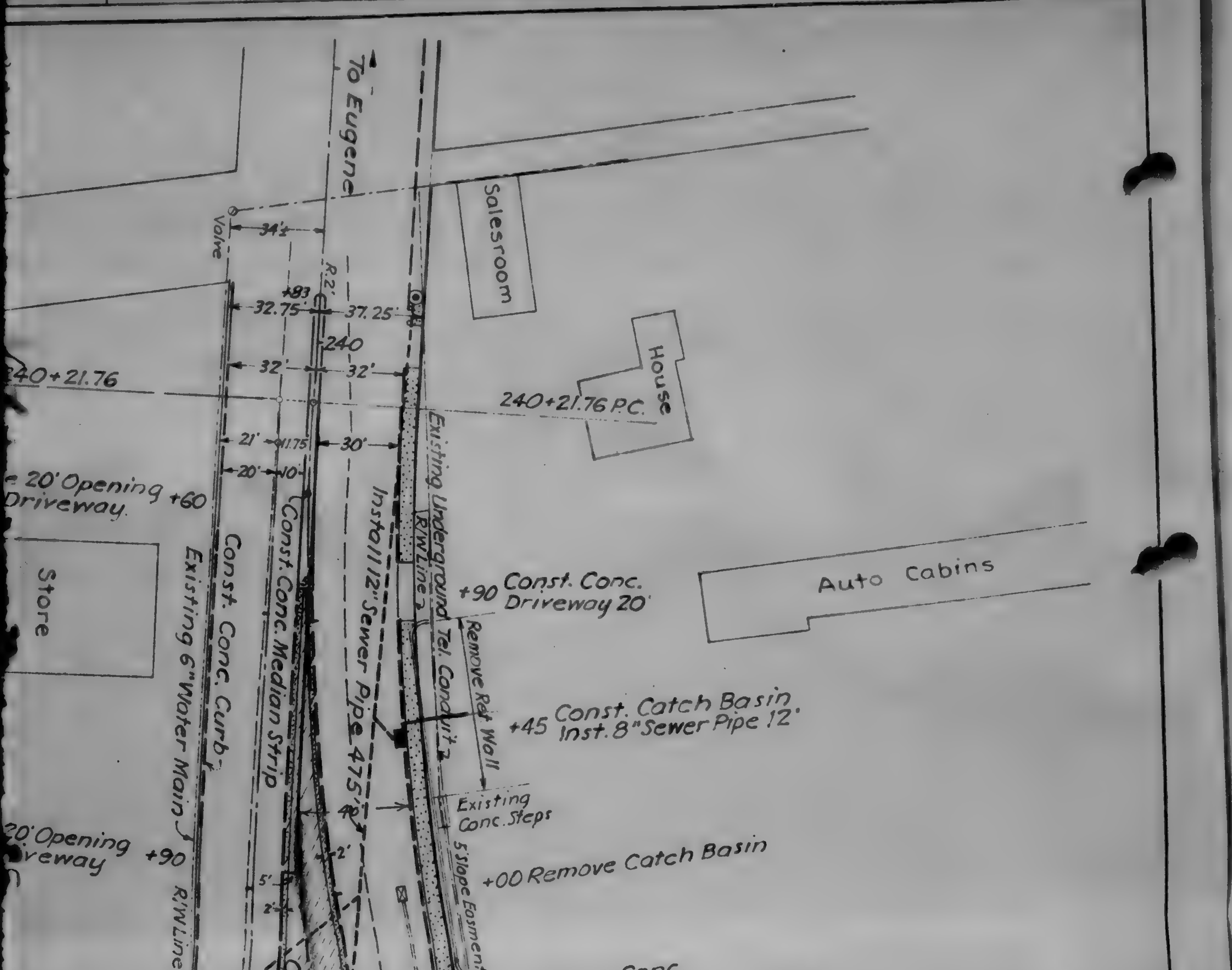
I would appreciate your consideration of this plan to the end that we may have your approval to advertise the bids for this project in May. We have taken it off the April letting to that end.

Very truly yours,

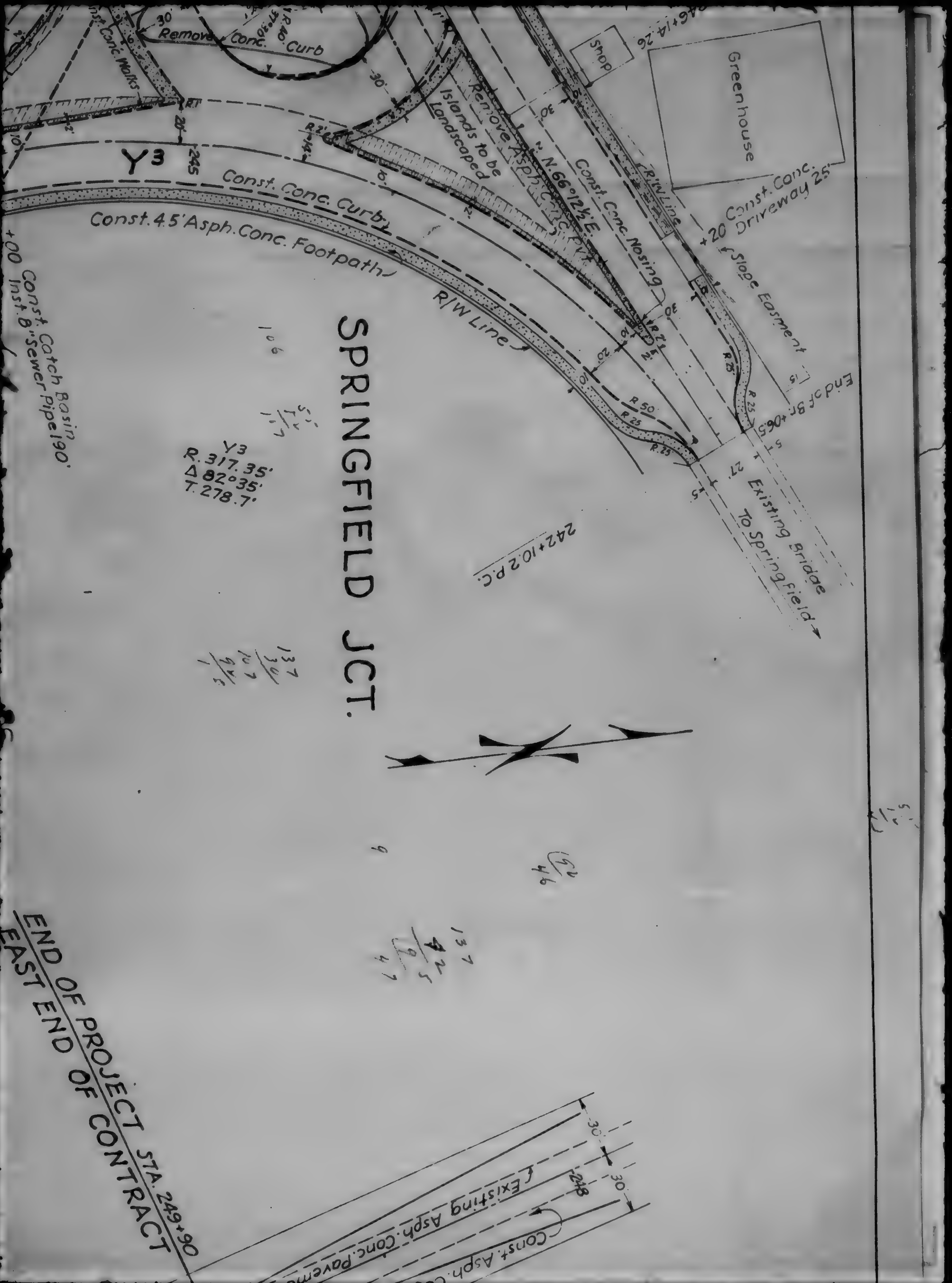
R. H. Baldock
State Highway Engineer

RHB:MI
Encl.
cc Mr. T. M. Davis

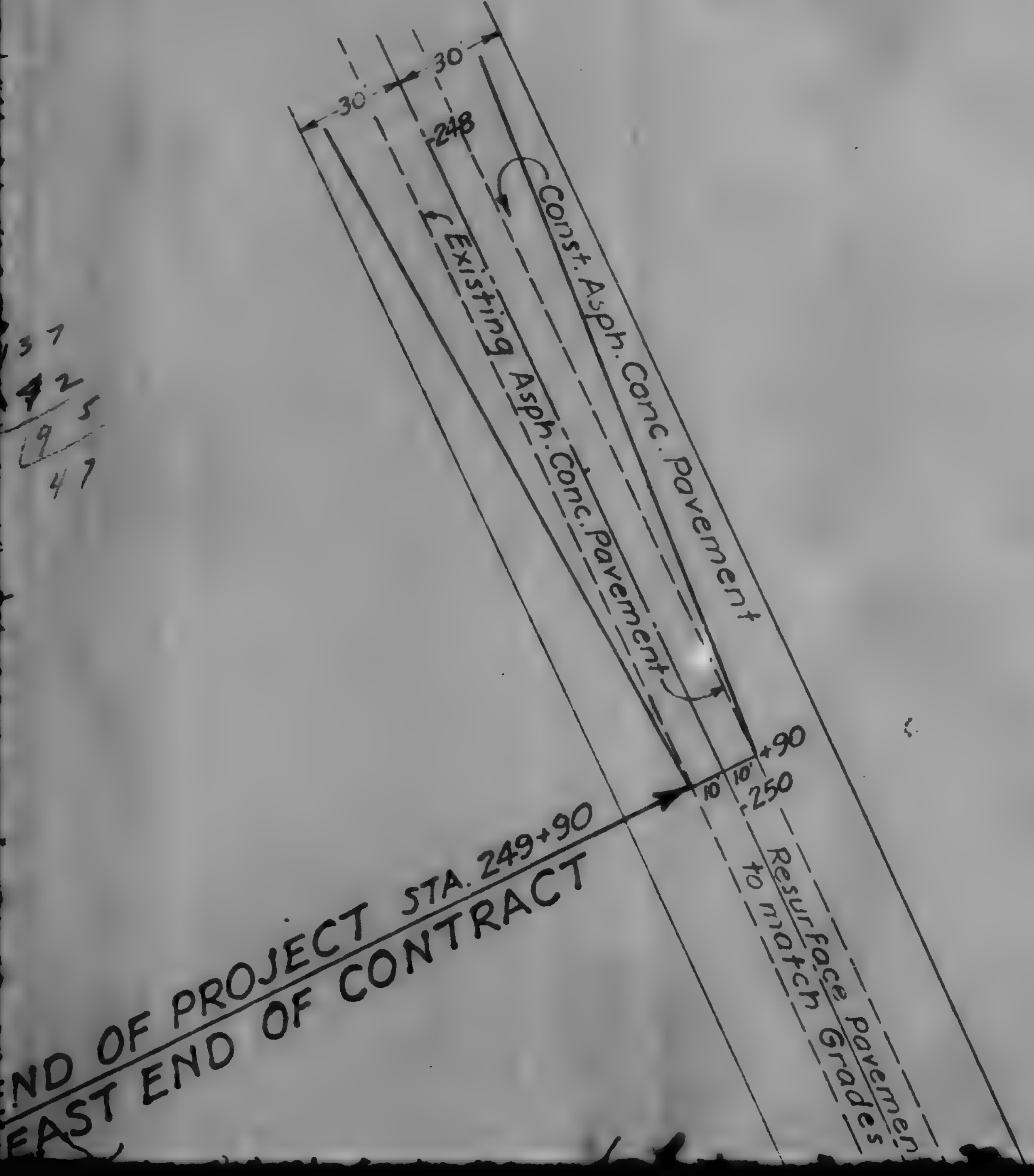
FINAL SURVEY	SURVEYED		
	PLOTTED		
OTE BOOK	TEMPLATE		
	AREAS		
O.	AREAS CHECKED		



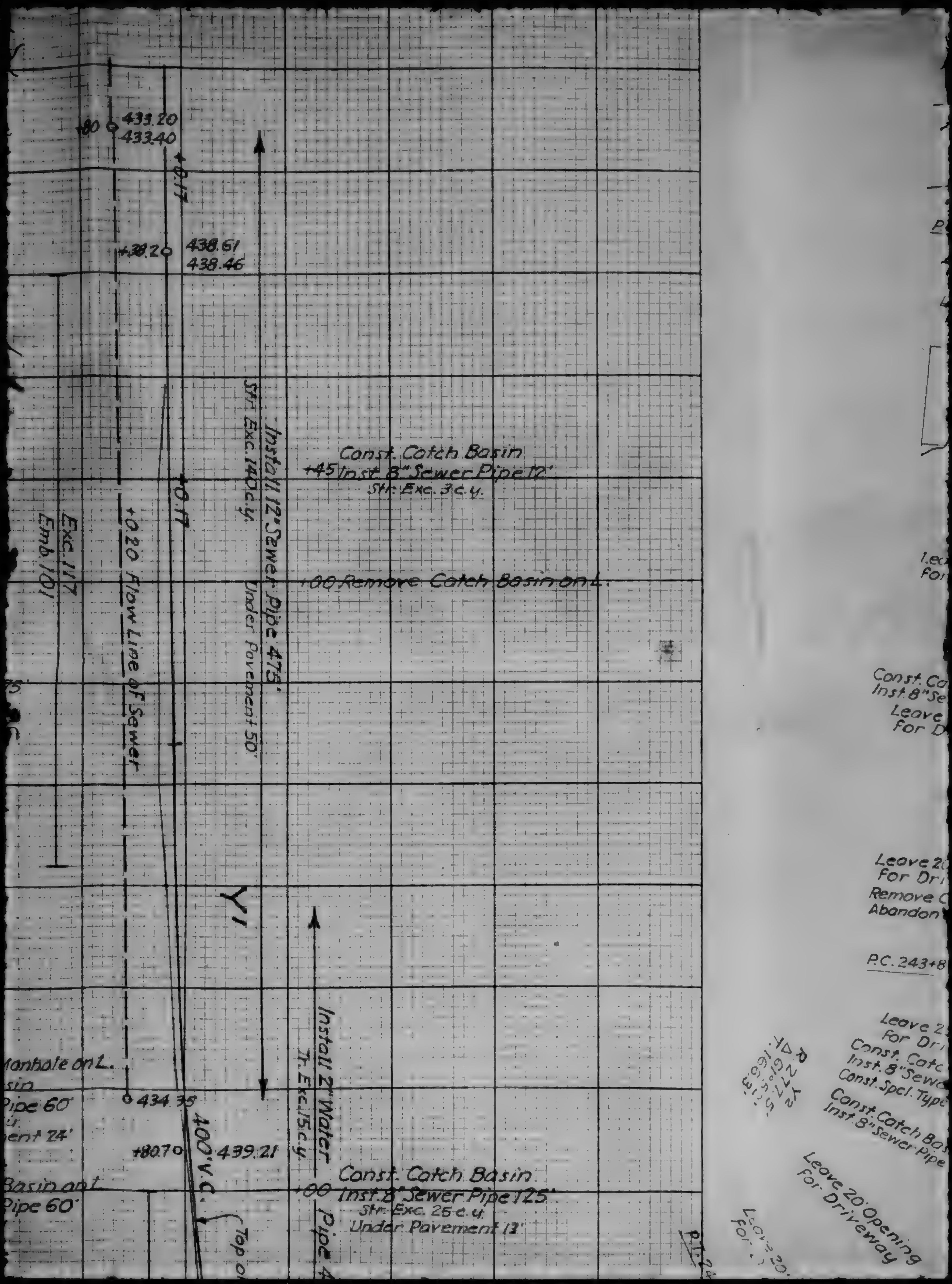
To Eugene
Salesroom
House
Store
Auto Cabins
Auto Cabins
Grocery Market
Valve
34'±
+83
32.75'
37.25'
R.2'
240
32'
32'
40+21.76
240+21.76 P.C.
21'
11.75'
30'
20'
10'
e 20' Opening Driveway. +60
Const. Conc. Curb
Existing 6" Water Main
Const. Conc. Median Strip
Install 12" Sewer Pipe 475'
Existing Underground Tel. Conduit
R/W Line
+90 Const. Conc. Driveway 20'
Remove Ret. Wall
+45 Const. Catch Basin Inst. 8" Sewer Pipe 12'
Existing Conc. Steps
20' Opening iveway +90
R/W Line
5'
2'
2'
40'
+00 Remove Catch Basin
5' Slope Easment Line
h Basin r Pipe 75' +50
' Opening veway +65
+50 Const. Conc. Driveway 25'
Y'
6° C.L.
Δ 35° 33'
T. 306.1'
Remove Ret. Wall
Const. Island Type Conc. Curb
Const. Traffic Islands
Existing Asph. Conc. Pvt.
Const. Asph. Conc. Pavement
Opening eway +40
tch Basin +40
Sewer Pipe
Y2
20'
10'
21'
7
Remove 5' Conc. Walk 35'
Abandon 8" Sewer Pipe
Const. 4.5' Asph. Conc. P
R.2'
R.2'
4'
30'
' Opening eway +30
Basin r Pipe 55' +50
Manhole
Install
R. 40'
R. 40'
122'±
R 180'
R.55'
43'
3
+00 Const. Catch Basin Inst. 8" Sewer Pipe 125'
30

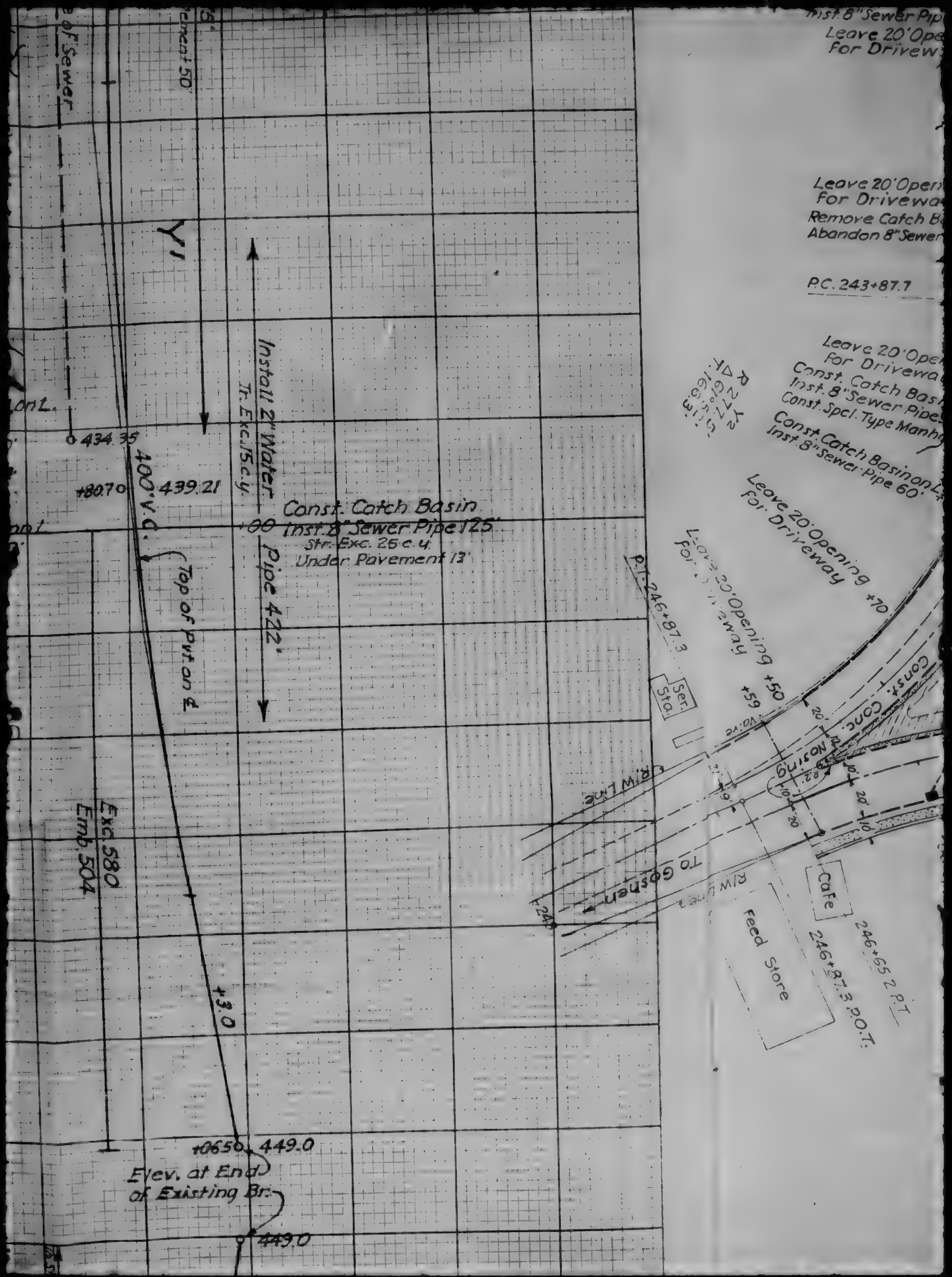

Remove Conc. Curb
Const. Conc. Walks
30'
R.40'
Remove Asph. Conc. Pvt.
Islands to be Landscaped
N.66°12½'E.
Const. Conc. Nosing
Shop
Greenhouse
R/W Line
246+14.26
+20 Const. Conc. Driveway 25'
Slope Easment
End of Br. +90.5
Y3
245
Const. Conc. Curb
Const. 4.5' Asph. Conc. Footpath
R/W Line
R.50
R.25
SPRINGFIELD JCT.
Y3
R. 317.35'
Δ 82°35'
T. 278.7'
Const. Catch Basin
+00 Inst. 8" Sewer Pipe 90'
242+10.2 P.C.
Existing Bridge
To Springfield
END OF PROJECT STA. 249+90
EAST END OF CONTRACT
Existing Asph. Conc. Pavement
Const. Asph. Co
248
30'

JUDKINS POINT-SPRINGFIELD JCT. SEC. PACIFIC HIGHWAY LANE COUNTY				SHEET No. 5
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	UI-161(12)		See Index

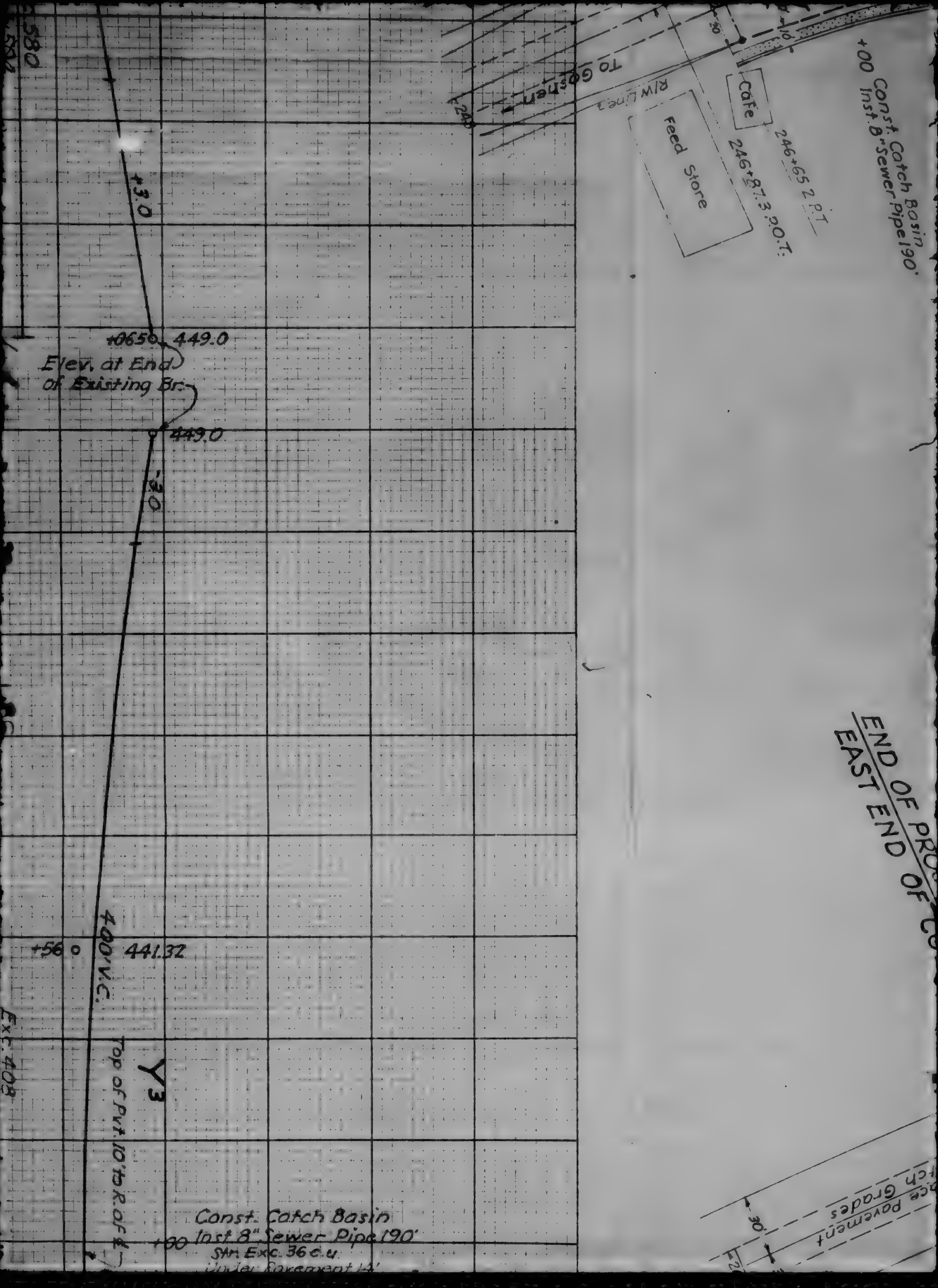

30'
30'
248
℄ Existing Asph. Conc. Pavement
Const. Asph. Conc. Pavement
10'
10'
+90
250
END OF PROJECT STA. 249+90
EAST END OF CONTRACT
Resurface Pavement to match Grades

37
42
19 5
47

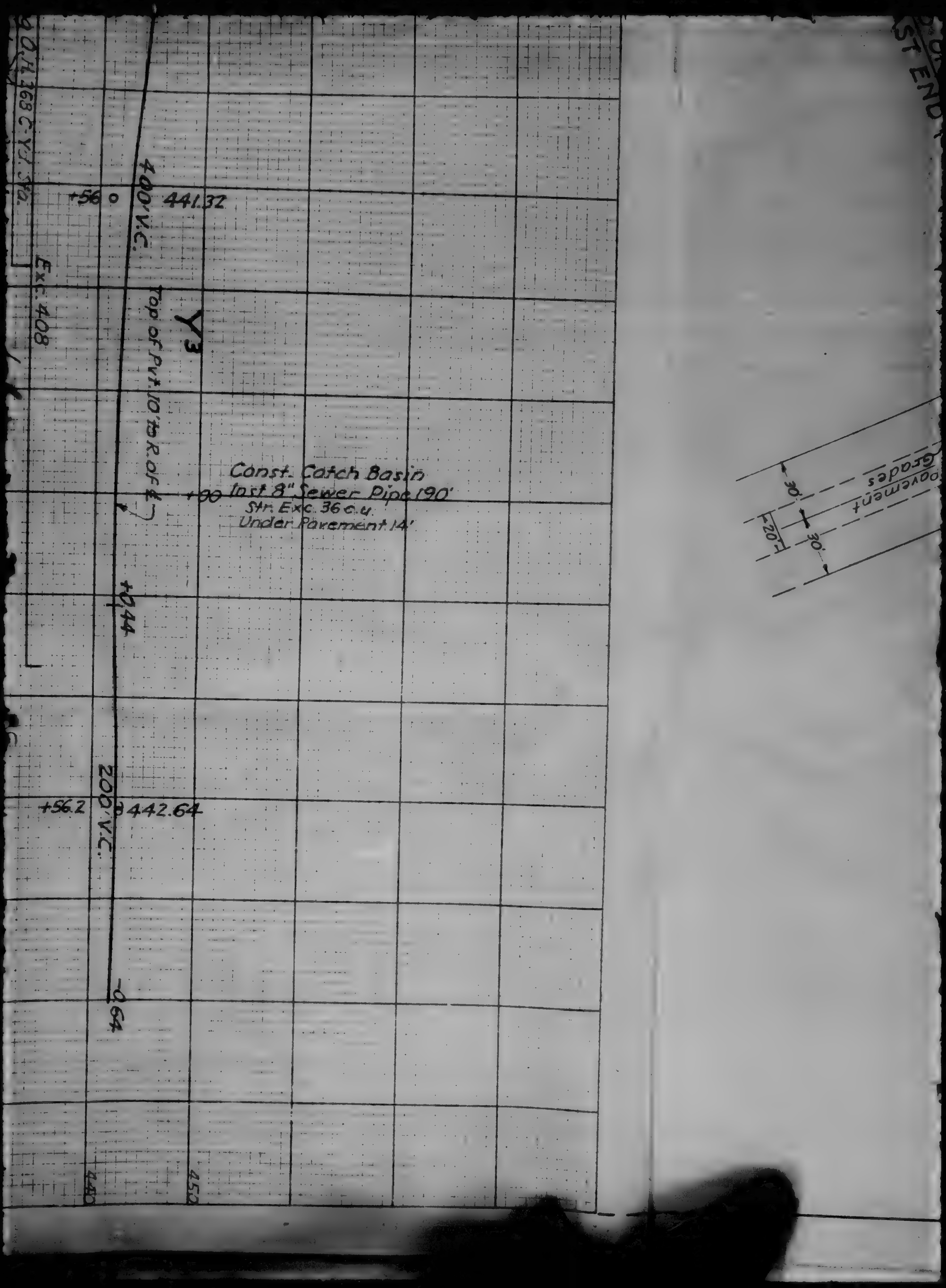

+80
433.20
433.40
+0.17
+38.2
438.61
438.46
Install 12" Sewer Pipe 475'
Str. Exc. 140 c.y.
Under Pavement 50'
Const. Catch Basin
+45 Inst. 8" Sewer Pipe 12'
Str. Exc. 3 c.y.
+0.17
+00 Remove Catch Basin on L.
Exc. 117
Emb. 101
+0.20 Flow Line of Sewer
75'
Y1
Manhole on L.
sin
Pipe 60'
ent 24'
Basin on L
Pipe 60'
434.35
400' V.C.
+80.70
439.21
Install 2" Water Pipe 4
Tr. Exc. 15 c.y.
Const. Catch Basin
+00 Inst. 8" Sewer Pipe 125'
Str. Exc. 25 c.y.
Under Pavement 13'
Top o
P.T. 24
Lea
For
Const. Ca
Inst. 8" Se
Leave
For D
Leave 20
For Dri
Remove C
Abandon
P.C. 243+8
Leave 2
For Dri
Const. Catc
Inst. 8" Sewe
Const. Spcl. Type
Const. Catch Bas
Inst. 8" Sewer Pipe
Leave 20' Opening
For Driveway
Leave 20'
For
R ΔY. 1663'
Y2



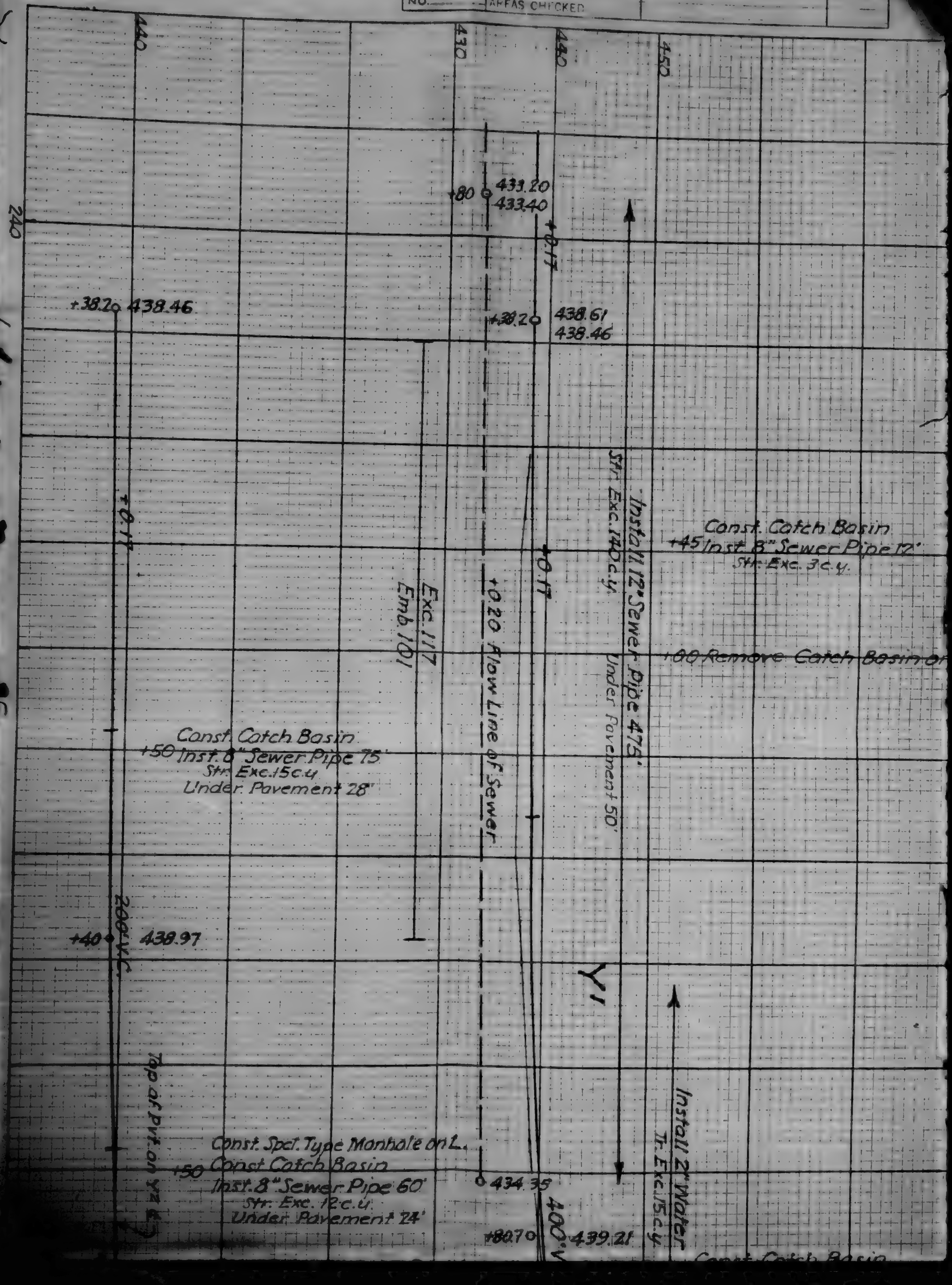
of Sewer
ement 50'
onL.
434.35
+80.70
439.21
400' V.C.
Y1
Install 2" Water
Tr. Exc. 15 c.y.
Pipe 422'
Const. Catch Basin
Inst. 8" Sewer Pipe 125'
Str. Exc. 25 c.y.
Under Pavement 13'
.00
Top of Pvt. on ℄
Exc. 580
Emb. 504
+3.0
+06.50
449.0
Elev. at End of Existing Br.
449.0
Inst. 8" Sewer Pip
Leave 20' Ope
For Drivew
Leave 20' Open
For Drivewa
Remove Catch B
Abandon 8" Sewer
P.C. 243+87.7
Leave 20' Ope
For Drivewa
Const. Catch Bas
Inst. 8" Sewer Pipe
Const. Spcl. Type Manh
Const. Catch Basin on L
Inst. 8" Sewer Pipe 60'
Y2
Leave 20' Opening
For Driveway
+70
Leave 20' Opening
For Driveway
+50
+59
P.T. 246+87.3
Ser. Sta.
Const. Conc.
Guison
R/W Line
To Goshen
R/W Line
Feed Store
Cafe
246+87.3 P.O.T.
246+65.2 P.T.
20'
10'
20
9'



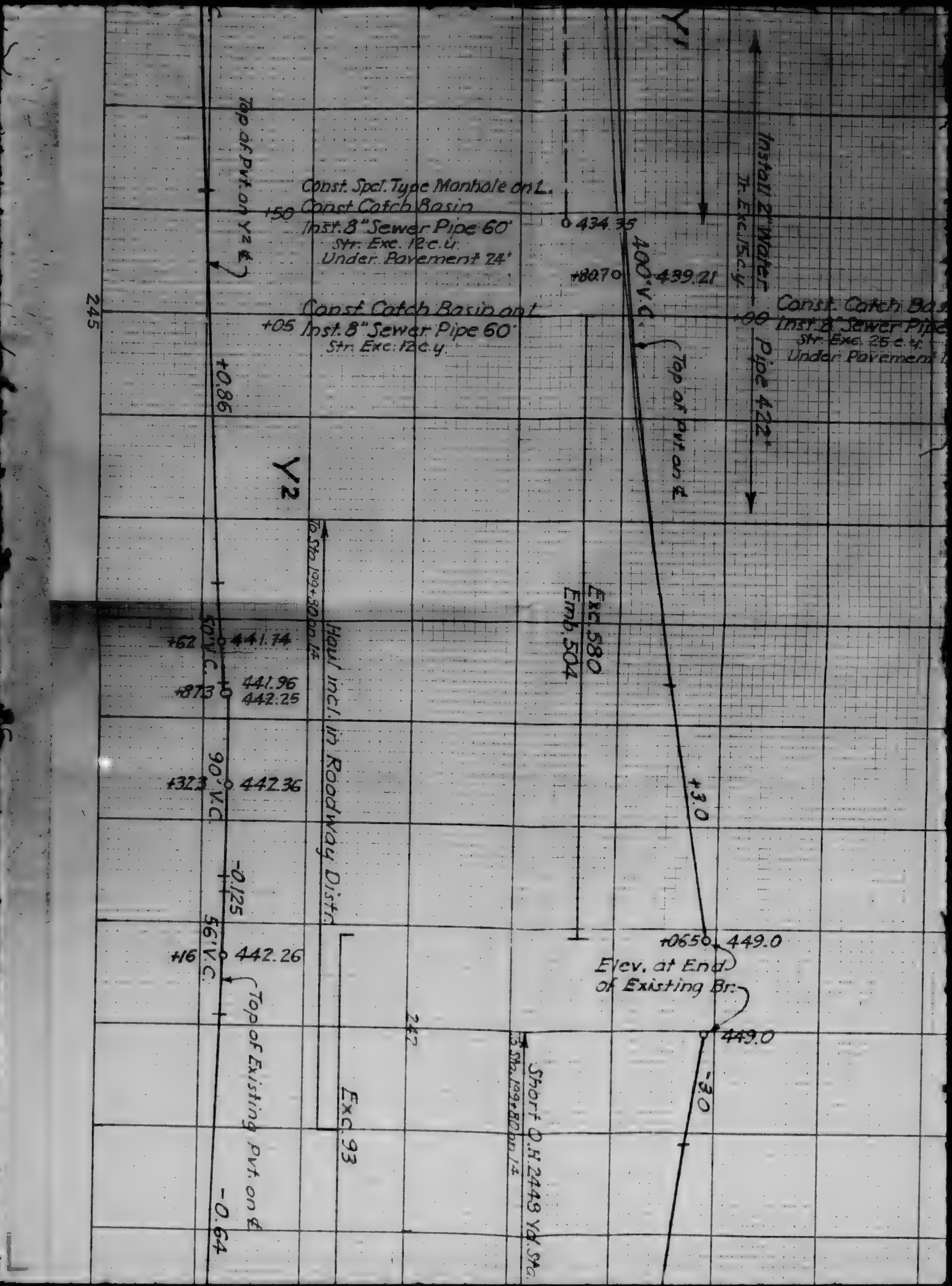
580
+3.0
+065 449.0
Elev. at End of Existing Br.
449.0
-3.0
+56 441.32
400'V.C.
ExE. 408
Top of Pvt. 10' to R. of ℄
Y3
+00
Const. Catch Basin
Inst 8" Sewer Pipe 190'
Str. Exc. 36 c.u.
Under Pavement 14'
To Goshen
R/W Lines
248
30
10
Cafe
Feed Store
246+65 2 P.T.
246+87.3 P.O.T.
+00 Const. Catch Basin
Inst. 8" Sewer Pipe 190'
END OF PRO
EAST END OF C
Grades
Pavement
30'

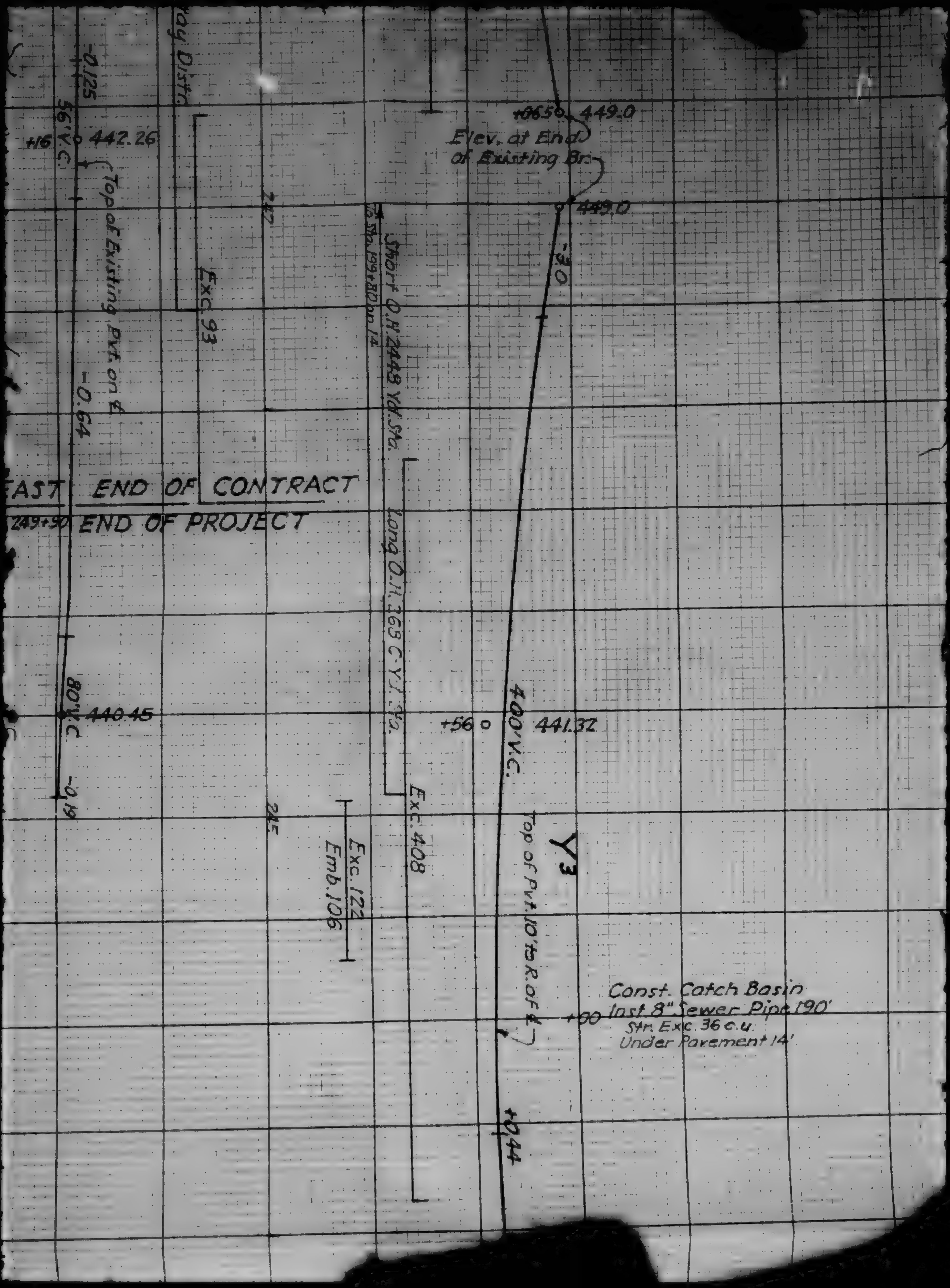

O.H. 368 C.Y.I. Sta.
+56
0
400' V.C.
441.32
Exc. 408
Y3
Top of Pvt. 10' to R. of ℄
Const. Catch Basin
Inst. 8" Sewer Pipe 190'
Str. Exc. 36 c.u.
Under Pavement 14'
+90
+0.44
+56.2
200' V.C.
442.64
-0.64
440
450
ST END
Pavement
Grades
30'
20'
30'

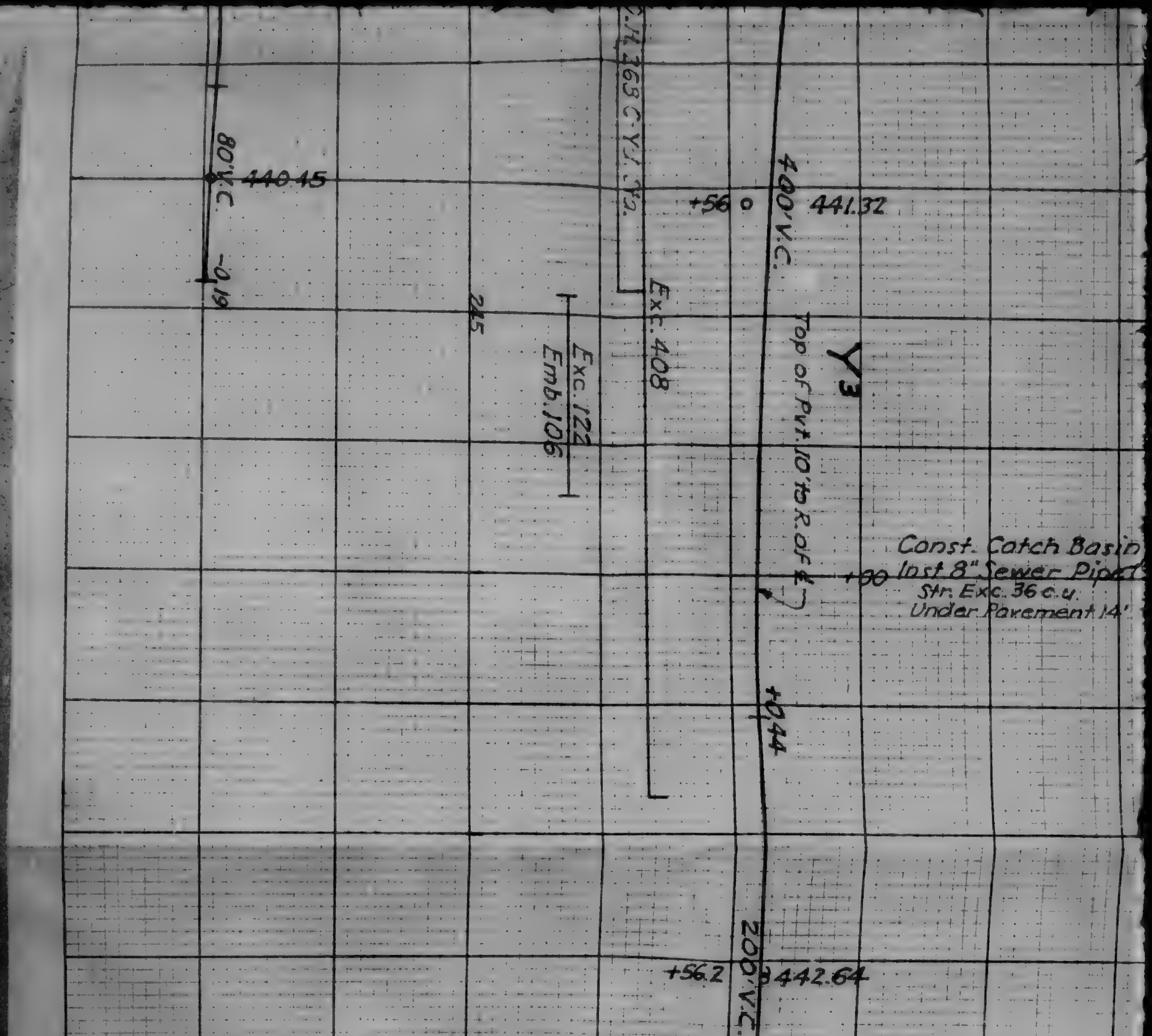
NOTE BOOK
NO.
AREAS
AREAS CHECKED



440
430
440
450
240
+80 433.20
433.40
+0.17
+38.2 438.46
+38.2 438.61
438.46
+0.17
+0.17
Exc. 117
Emb. 101
+0.20 Flow Line of Sewer
Install 12" Sewer Pipe 475'
Str. Exc. 140 c.y.
Under Pavement 50'
Const. Catch Basin
+45 Inst. 8" Sewer Pipe 12'
Str. Exc. 3 c.y.
+00 Remove Catch Basin on
Const. Catch Basin
+50 Inst. 8" Sewer Pipe 75'
Str. Exc. 15 c.y.
Under Pavement 28'
+40 438.97
200' V.C.
Y1
Top of Pvt. on Y2 ℄
Install 2" Water
Tr. Exc. 15 c.y.
Const. Spcl. Type Manhole on L.
+50 Const. Catch Basin
Inst. 8" Sewer Pipe 60'
Str. Exc. 12 c.y.
Under Pavement 24'
434.35
+80.7 439.21
400' V
Const. Catch Basin


Y1
Y2
245
242
Top of Pvt. on Y2 ℄
Const. Spcl. Type Manhole on L.
+50 Const. Catch Basin
Inst. 8" Sewer Pipe 60'
Str. Exc. 12 c.y.
Under Pavement 24'
Const. Catch Basin on L.
+05 Inst. 8" Sewer Pipe 60'
Str. Exc. 12 c.y.
+0.86
434.35
+80.7 439.21
400' V.C.
Top of Pvt. on ℄
Install 2" Water Pipe 422'
Tr. Exc. 15 c.y.
+00
Const. Catch Bas
Inst. 8" Sewer Pipe
Str. Exc. 25 c.y.
Under Pavement
Haul incl. in Roadway Distr. To Sta. 199+30 on Y4
Exc. 580
Emb. 504
+62 441.74
50' V.C.
+87.3 441.96
442.25
+32.3 442.36
90' V.C.
-0.125
56' V.C.
+16 442.26
Top of Existing Pvt. on ℄
Exc. 93
+3.0
+06.5 449.0
Elev. at End of Existing Br.
449.0
-3.0
Short O.H. 2449 Yd. Sta. To Sta. 199+80 on Y4
-0.64

ay Distr
-0.125
56' V.C.
+16 o 442.26
Top of Existing Pvt. on ℄
-0.64
247
Exc. 93
Short O.H. 2448 Yd. Sta.
To Sta. 199+80 on 14
+065 o 449.0
Elev. at End of Existing Br.
o 449.0
-3.0
EAST END OF CONTRACT
249+90 END OF PROJECT
Long O.H. 368 C.Y. Sta.
80' V.C.
440.45
-0.19
+56 o
400' V.C.
441.32
245
Exc. 122
Emb. 106
Exc. 408
Top of Pvt. 10' to R. of ℄
Y3
Const. Catch Basin
Inst. 8" Sewer Pipe 190'
Str. Exc. 36 c.u.
Under Pavement 14'
+00
+0.44


80'V.C
440.45
-0.19
263 C.Y. J. Pa.
Exc. 408
245
Exc. 122
Emb. 106
+56
441.32
400'V.C.
Top of Pvt. 10' to R. of ℄
Y3
Const. Catch Basin
Inst. 8" Sewer Pipe
Str. Exc. 36 c.u.
Under Pavement 14'
+80
+0.44
+56.2
442.64
200'V.C.
-0.64
430
440
450

UI 161-12

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

RECEIVED
MAR 29 1946
FOR FILING

RECEIVED
MAR 23 1946
OREGON
STATE HIGHWAY COMMISSION

March 22, 1946.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of March 19th authorizing the advertising of Oregon Federal Aid Project UI-161(12), the Judkins Point - Springfield Junction Section, subject to such changes as may be required by the Division Engineer.

The Division Engineer advises the proposed design at this junction is not considered satisfactory and that the plans will be submitted to our Washington Office for their review and comments.

In view of the possibility of a change in design, we believe advertising should be delayed pending further developments.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
MAR 20 1946
FOR FILING

UI 161-12

March 19, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

In regard to parking at Springfield Junction on the Judkins Point-Springfield Junction Project, U I - 161 (12), we plan to limit parking to parallel parking at the following locations:

North side of Y 1 roadway
South side of Y 2 roadway
East side of Y 3 roadway

No parking will be permitted within the circle or alongside any of the islands.

We give you our assurance that in addition to installing adequate parking control signs, we will request the State Police Department to cooperate in strict enforcement of the restrictions.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

RECEIVED
MAR 21 1946
FOR FILING

UI 161-12

March 12, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Judkins Point-Springfield Junction Section, Project No. UI-161 (12).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Landscaping work being performed at this time is the placing of topsoil on the island areas at the Springfield junction and the installation of a water pipe at that point to provide for future irrigation requirements. Future plans contemplate the seeding of these areas to lawn grass and the planting of suitable ornamental shrubs.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

26-1072 Oneonta Borrow Pit, Excavating, etc.
Columbia River Highway

#2813

RECEIVED
FOR FILING

36-1072

2813

May 28, 1951

Mr. Matt J. Ennis, Attorney
First National Bank Building
Walla Walla, Washington

Dear Mr. Ennis:

In accordance with your letter of May 23, 1951, I have signed and sealed the documents as requested, and they are enclosed herewith.

I am happy to have been of service to you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
Enc.

GOSE, WILLIAMS & ENNIS
ATTORNEYS AT LAW
FIRST NATIONAL BANK BUILDING
WALLA WALLA, WASHINGTON
TELEPHONE 51 OR 3010

THOMAS P. GOSE
ROBERT J. WILLIAMS
MATT J. ENNIS

May 23, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

I wish to acknowledge receipt of your correspondence and enclosures in compliance with my request.

Under the rules of court in this State regarding the authentication of copies of official records, it is necessary that we have certification that the officer certifying same further certifies that he is the officer having legal custody of the record.

I therefore have prepared this certification for your consideration, so that there will be no question as to the admissability of the photostatic copies you have so kindly forwarded. I trust you will find the same in order, and can sign the same and attach the seal of the Oregon State Highway Commission and return the same at your earliest convenience for use in the trial of the case on May 31, 1951.

I wish to again express our sincere appreciation for the cooperation of your Department in this matter.

Very truly yours,

Matt J. Ennis

MATT J. ENNIS

MJE:gb

Enc.

ANSWERED
H. B. GLAISYER

RECEIVED
FOR FILING

26-1072

2813

May 22, 1951

Mr. Matt J. Ennis
c/o Gose, Williams & Ennis
Attorneys at Law
First National Bank Building
Walla Walla, Washington

Dear Mr. Ennis:

In your letter of May 18, 1951, you request, if possible, the loan of the proposal submitted by White Bros. for the construction of the Oneonta Project.

I am sorry but it is contrary to the long-established policy of the Highway Commission to do what you ask, but I am enclosing, as a substitute therefor, a certified photostatic copy of that portion of the contract agreement which shows the signature of the bidder and a certified copy of the proposal bond, which, I trust, will serve your purpose. This is in accordance with our telephone conversation yesterday.

Respectfully yours,

Secretary
Oregon State Highway Commission

HBG:ls
Encs.

GOSE, WILLIAMS & ENNIS
ATTORNEYS AT LAW
FIRST NATIONAL BANK BUILDING
WALLA WALLA, WASHINGTON

TELEPHONE 81 OR 3010

THOMAS P. GOSE
ROBERT J. WILLIAMS
MATT J. ENNIS

May 18, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
319 State Office Bldg.
Salem, Oregon

Re: Maryland Casualty vs. O. A. White

Dear Mr. Glaisyer:

In compiling the necessary evidence for the trial of the above matter, I note that we do not have the original of the Oregon State Highway Commission's "Proposal for Highway Construction on the Oneonta Project" upon which Mr. White entered his bid on May 16, 1946.

We have a copy of the same, but it appears that Mr. White now denies his signature on the indemnity bond to the Maryland Casualty Co., and it may be necessary that we offer in evidence the original of the proposal, in order to prove his execution of same.

Would you please consult your records and forward the original of the proposal with Mr. White's signature on it. The trial of this matter will take place on May 31, and we are therefore in particular haste for this evidence, if you can furnish it.

I wish to thank you in advance for your cooperation.

Very truly yours,

Matt J Ennis

MATT J. ENNIS

MJE:gb

ANSWERED
H. B. GLAISYER

RECEIVED
MAY 21 1951
OREGON
STATE HIGHWAY COMMISSION

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1 1951
FOR FILING

26-1072

2813

May 18, 1951

Mr. Matt J. Ennis
Gose, Williams and Ennis
Attorneys at Law
First National Bank Building
Walla Walla, Washington

Dear Mr. Ennis:

Reference is made to your letter of May 14 concerning the Oneonta Borrow Pit job. You inquire whether or not the Highway Commission received other bids than that of White Brothers Company for this work.

The records reveal that White Brothers Company was the only bidder, when bids were first received. Their bid was $93,600. It was a satisfactory bid insofar as the State Highway Commission is concerned. the contract was awarded but was later refused by White Brothers who failed to perform.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ehr

GOSE, WILLIAMS & ENNIS
ATTORNEYS AT LAW
FIRST NATIONAL BANK BUILDING
WALLA WALLA, WASHINGTON
TELEPHONE 81 OR 3010

THOMAS P. GOSE
ROBERT J. WILLIAMS
MATT J. ENNIS

May 14, 1951

Mr. H. B. Glaisyer
Highway Commission
319 State Office Building
Salem, Oregon

Re: Maryland Casualty Co. vs. O. A. White.
Walla Walla County.

Dear Mr. Glaisyer:

You will recall that I was in your office some months ago regarding certified copies of the minutes of the Commission in 1946 relative to the Oneonta Borrow Pit job, in which a Mr. O. A. White of Walla Walla entered a bid, and was awarded the contract, and later refused to perform. As you know, we represent the Maryland Casualty Co., and are sueing to recover the amount of the proposal bond paid by that company to the Oregon State Highway Commission. This matter is set for trial at the end of this month, and, as a matter of evidence, we are particularly interested in whether or not there were other bids entered on this particular job, and their amounts.

I wonder if you would be so kind as to check your records in this matter and advise as to any other bids on this project, and the amounts of same.

Thanking you in advance for your cooperation,

Very truly yours,

Matt J Ennis

MATT J. ENNIS

MJE:gb

ANSWERED
H. B. GLAISYER

Parsons will get me Blueprint Exp. 5/16
White's Const. Co. only bidder @ 93,600
~~Engr Est 122,~~ [illegible]

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FOR FILING

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2813

February 6, 1951

Gose, Williams & Ennis
Attorneys at Law
First National Bank Building
Walla Walla, Washington

Attention: Mr. Matt J. Ennis

Gentlemen:

Regarding the matter of the trial of the Maryland Casualty vs. White Brothers, you are advised that the address of Mr. C. A. Peterson, Resident Engineer for the State Highway Commission, is Bonneville, Oregon, c/o the State Highway Department. Mr. Peterson is on the same job and at the same location as when you made your previous arrangements with him.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mm

cc Mr. C. A. Peterson

GOSE, WILLIAMS & ENNIS
ATTORNEYS AT LAW
FIRST NATIONAL BANK BUILDING
WALLA WALLA, WASHINGTON
TELEPHONE 51 OR 3010

THOMAS P. GOSE
ROBERT J. WILLIAMS
MATT J. ENNIS

February 1, 1951

Mr. W. C. Williams
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Re: Maryland Casualty vs. White Bros.

Dear Mr. Williams:

The above matter is set for trial in Walla Walla County, Washington, on the 19th day of February, 1951. You will recall our conversation of last fall, after which the case was continued until this jury term.

I should like to be advised as to the whereabouts of your Mr. C. A. Peterson, with whom we had arranged to testify at this trial. As you know, we consider him a material witness, and we again ask that he be permitted to attend the trial of this case.

Trusting we may hear from you at your earliest convenience,

Very truly yours,

Matt J Ennis

MATT J. ENNIS

MJE:gb

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STATE HIGHWAY COMMISSION

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FOR FILING

26-1072

2813

November 8, 1950

Mansfield & Co.
302 Lewis Building
Portland 4, Oregon

Attention: Mrs. Lillian Strong

Gentlemen:

Responding to your telephone request, I have enclosed in duplicate a certified copy of an excerpt from State Highway Commission minutes, December 20, 1948, relating to the Oneonta Borrow Pit project on the upper Columbia River Highway, Multnomah County, which was awarded to White Bros. Co. I am glad to be of service to you in this regard.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ds
Enc. 2

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the part of the minutes of the Oregon State Highway Commission, relating to the Commission's controversy with White Bros. Co., contractors, in regard to construction of the Oneonta Borrow Pit Section of the Columbia River Highway, in Multnomah County, as the same appears in the minutes of December 20, 1948, entered in Volume XXXIII of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 8th day of November, 1950.

Secretary
OREGON STATE HIGHWAY COMMISSION

Portland, Oregon
December 20, 1948

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Brenner, Assistant Counsel
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

* * * * * * * *

Chairman Banfield brought up for discussion the Commission's controversy with White Bros. Co., contractors, who refused to construct the Oneonta Borrow Pit Section of the Columbia River Highway, in Multnomah County, after having been awarded the contract on May 16, 1946, as the result of competitive bidding. He inquired as to the status of the Commission's claim against the bond, which previously was declared in default. The Chief Counsel advised that he had been unable to reach a settlement with either White Bros. Co. or the Maryland Casualty Company, surety on the proposal bond furnished by them in connection with this job, and that he now is preparing a court complaint. In the discussion of this matter Chairman Banfield suggested that it might be advisable hereafter to refuse to accept bonds written by the Maryland Casualty Company until this case has been satisfactorily disposed of. Commissioners Schaupp and Chandler both expressed their concurrence in this suggestion and it was so ordered. The Chief Counsel was instructed to notify the Maryland Casualty Company accordingly.

* * * * * * * *

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FOR FILING

26-1072

2813

October 25, 1950

Gose, Williams and Ennis
P. O. Box 264
Walla Walla, Washington

Gentlemen:

As per our conversation with Mr. Ennis yesterday concerning minute entries and correspondence on the White Bros. defaulted contract on the Ontario Borrow Pit Section, there is attached hereto a blueback containing certified copies of a resolution adopted by the Commission August 6, 1946 and excerpts from the Highway Commission minutes as selected by Mr. Ennis and also certified copies of 11 letters from the correspondence files of the Commission also selected by Mr. Ennis.

We are returning your copy of the above-mentioned resolution and minute excerpts Mr. Ennis left in this office.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

STATE OF OREGON)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copies of letters pertaining to the State Highway Commission's controversy with White Bros. Company, Contractors, who defaulted on contract awarded them for construction of the Oneonta Borrow Pit Section of the Columbia River Highway in Multnomah County, are true copies as they appear in the files of the State Highway Commission.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this 25th day of October, 1950.

Secretary
OREGON STATE HIGHWAY COMMISSION

Salem, Oregon
February 18, 1949

Mr. J. M. Devers

The State Highway Commission at its meeting on January 24, 1949, has discussed with Mr. C. M. Souther, Attorney for the Maryland Casualty Company, the matter pertaining to the default of White Brothers, Contractors, in the performance of the contract awarded them on May 16, 1946, for the Oneonta Borrow Pit excavating and reshaping project on the Columbia River Highway.

As a result of considerable discussion, the Highway Commission stated its willingness to bring suit against White Brothers if Maryland Casualty Company will indemnify the State and will pay the full amount of the bond plus cost involved in the suit if the State cannot recover from White Brothers.

Mr. Souther requested time to take up the matter with the Home Office of the Maryland Casualty Company. The Commission granted his request on the condition that he file his answer with the Commission in ten days, or at the most, two weeks.

The question arises whether or not Mr. Souther has complied with this condition. It will have a bearing on whether or not the Commission will accept hereafter, bid bonds and performance bonds written by the Maryland Casualty Company. The ten days, and maximum two weeks time given Mr. Souther to file his answer, has elapsed ten days ago, and the next meeting of the Commission when bids are to be received, is scheduled for ten days from now, February 28. It may be that the Maryland Casualty Company will write bonds for some of the bidders at that meeting, and the question will probably arise as to whether or not the company has paid the amount of the bid bond furnished on behalf of White Brothers.

Secretary

HBG:ef

Our cost records indicate that we are moving the material at an actual cost of 73 cents per yard, which is one cent per yard in excess of the White Bros. Company's bid. However, to this 73 cents must be added approximately six cents per yard to cover the cost of the various bond premium.

Dr. Hodge, Geologist, disputes any of White Bros. Company's assertions with respect to a deep underground movement and advised us, at the time White Bros. Company expressed the desire to default, that the material could be sloped back without starting any major slide movement and, if carried on properly, without any danger of rock rolling down the slope onto the highway and the railroad.

It is my opinion that White Bros. Company's basic reason for their default is because they finally decided that their bid was too low. As you recall, the contractors were about $25,000 below the engineer's estimate for the project. It is my opinion that the contractors decided that they would lose more money than the amount of the bond if they continued the work, and that is probably true, but I am firmly of the opinion that the other assertion is merely a camouflage to cover the real reason for their default.

In view of the precedent of permitting the contractor to withdraw his bid without penalty, I would again recommend that you seek to recover the amount of the bid bond.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc: J. M. Devers
H. G. Smith
W. C. Williams

Portland, Oregon
September 20, 1946

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith a report on matters pertaining to the sloping and removal of material from the Oneonta Borrow Pit.

At the time White Brothers indicated their intention of default on their contract, they advised me that they considered the work to be of a different character than they had anticipated at the time of bidding. Their statement was that at the time they inspected the job, it was their belief that the main object of the project was to secure 130,000 yards of material, and that the material could be secured in any manner they saw fit, and that sloping of the borrow area was of secondary importance. This assertion is apparently without any foundation of fact. Resident Engineer, Peterson, showed the contractors over the work, and he is firm in his statement that no such information was given to the contractors. I am quite certain that this is true, because Mr. Peterson aided in preparing the plans, and knew that sloping of the pit was the main object, and the removal of material was necessary only to the extent of taking care of the materials accumulated from sloping operations.

The contractor stated that to do the sloping as indicated by the plans was impossible. He stated he could not work a drag line on the slopes, and that rocks would roll on that portion of the slide previously undisturbed, so as to cause a hazard to traffic on both the highway and railway.

This contention has been proven in error, as the work is now being carried on by Berke Brothers in exactly the same manner as was planned at the time bids were asked. A drag line is working on the high slopes with satisfactory results. After three weeks of operation not one single rock has rolled on the original undisturbed slope. Precautions were taken, however, to eliminate such danger by the construction of a heavy steel net fence before dragging operations were started. There has been no rocks roll against the fence to date.

It is admitted that extreme care must be used in protection of workmen in the pit itself, as large rocks do come down into the pit with tremendous velocity. It has been found necessary to work the drag line and loading shovel on different shifts, as the shovel cannot operate in the pit when dragging operations are in progress, by reason of the bounding rocks.

Our cost records indicate that we are moving the material at an actual cost of 73 cents per yard, which is one cent per yard in excess of White Brothers' bid. However, to this 73 cents actual cost must be added an approximate six cents per yard to cover the cost of the various bond premiums.

It is my opinion that White Brothers were of the belief that they had made an error in estimating the work too low, and that it was this feature, and not the actual working of the slide that determined their action. There is no basis for relieving the contractors from forfeiture of their bond for any reason other than under estimation of the cost of performing the work. You will remember that the contractors were some $25,000 below the engineer's estimate for this project.

Yours very truly,

/s/ W. C. Williams

W. C. Williams
Division Engineer

WCW:w

Salem, Oregon
September 19th, 1946

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

In regard to Record of Assignment #4326, request of White Bros. that their bidder's bond be returned.

The bid of White Bros. was $0.72 per cubic yard; the Engineer's estimate was $0.95 per cubic yard; and it is my understanding that the cost to date under our agreement with Berke Bros. has been about $0.70 per cubic yard.

Very truly yours,

/s/ H. G. Smith

H. G. Smith
Construction Engineer

HGS:AR

Salem, Oregon
July 15, 1946

Mr. R. H. Baldock

Office

Dear Mr. Baldock:

I received a few days ago from White Bros. Company three copies of the proposed state highway contract No. 2813. These were returned in response to my letter of July second. From each of these copies there has been detached, I presume by White Bros. Company, the last page of the contract and the bond form. I am holding these copies for use in the event of a lawsuit.

Some days ago a Mr. Anderson met me on the street and inquired on behalf of White Bros. concerning the forfeiture of the bond. I told him that was a matter left to the judgment and discretion of the Commission and I did not know whether the Commission would alter its decision or not. I suggested to him that if he wanted to bring the request formally before the Commission White Bros. should put the request in writing.

At the same time Anderson said he understood the Highway Commission was trying to get the work done with its own forces or by force account and he said that since White Bros. have all the equipment necessary, and I think he said still on the ground, they would like to confer with the Commission with respect to the job, but he said that the job is so extremely hazardous that he did not think any contractor would take it under contract obligation.

For your files I am enclosing a copy of the letter I received today.

Yours very truly,

/s/ J. M. Devers

J. M. DEVERS

JMD:PW
Enc.

C
O
P
Y

WHITE BROS. COMPANY

Third and Sumach Streets: Telephone 680

Walla Walla, Washington

July 12, 1946

Oregon state Highway Commission
Salem, Oregon

Attention: J. M. Devers

Gentlemen:

In answer to your letter of July 2nd, and also your recent request to our Mr. Anderson, that we write a letter stating why we refused to execute the bond. Under date of June 13th we wrote the State Highway Commission (copy of the letter is enclosed), giving our reasons for not executing this contract. We feel that this letter covers our reasons as well as could be done in writing. However, if we had an opportunity to meet with you, we might possibly explain more fully and we hope, to your satisfaction.

The contracts were in the hands of the bonding company when we received your letter and we wrote them and asked that they return them to you; no doubt you have received them by this time.

Yours very truly,

WHITE BROS. COMPANY

OAW:AR

By O. A. White (signed)

P.S. We understand the Highway Department is contemplating moving this material themselves. We have available, suitable equipment including a 2½ yard Shovel, 12 yard Trucks and a Yarder with 4 or 8 yd. Cressent Buckey; also a large Tractor and Dozer. We would consider a rental deal on these.

WBC.

C
O
P
Y

WHITE BROS. COMPANY

Third and Sumach Streets: Telephone 680

Walla Walla, Washington

June 13, 1946

Oregon State Highway Commission
Salem, Oregon

Re: Proposed contract #2813

Gentlemen:

Confirming my conversation with your engineer in charge, we have not and cannot execute proposed form of contract, above project.

In going over the work with your engineer prior to bidding, we obtained the impression that we would be permitted to make the excavation and removal of material in a manner by us suggested. We are now informed that the original slopes must remain "as is", which makes any operation, as contemplated by us in our prior examination utterly impracticable. It now developes that the entire terrain, including the slopes, has a deep underground movement and makes any performance of the work as proposed impossible of performance.

Inasmuch as the proposed contract cannot be performed as contemplated, we would appreciate the return of our bid bond.

Yours very truly

WHITE BROS. COMPANY

By /s/ O. A. White

O. A. White

June 5, 1946

Mr. O. A. White
Mansfield & Co.
Lewis Building
Portland 4, Oregon

Dear Mr. White:

Reference is made to your letter of May 27 in which you ask that the limited partners connected with the firm of White Bros. Company not be required to sign the contract agreement and bond in connection with the contract we recently awarded White Bros. Company covering the Oneonta Section of the Columbia River Highway, Multnomah County, State Highway Contract No. 2813.

I have discussed this matter with the Highway Commission's Chief Counsel, Mr. J. M. Devers, and I am informed by him that the limited partners cannot be relieved of this responsibility because the Company is prequalified on the basis of their limited partnership and for the further reason that the proposal submitted by White Bros. Company contains their names as being limited partners. It therefore will be necessary for all members of the partnership to sign the contract.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo

COPY

MANSFIELD & CO.

Surety Bonds - General Insurance

Lewis Building

Portland, Oregon

May 27, 1946

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re: Contract #2813 - Excavating and Shaping, Oneonta Section, Columbia River Highway, Multnomah County

I, the undersigned, am the general partner of the firm of White Bros. Company and the other members of the firm are of limited interested in the partnership and there whereabouts on other business make it difficult to obtain the signatures to the contract above captioned.

Will you please substitute page 164 accordingly?

Yours very truly

/s/ O. A. White

O. A. WHITE

C
O
P
Y

MANSFIELD & CO.
Surety Bonds - General Insurance
Lewis Building
Portland, Oregon

May 17, 1946

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

When the contracts are ready on the Oneonta Borrow Pit job, on which I was the successful bidder, will you please send the contracts to Mansfield & Co., 302 Lewis Building, Portland 4, Oregon

Yours very truly

WHITE BROS. COMPANY

BY O. A. White (signed)

STATE OF OREGON)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached excerpts pertaining to the State Highway Commission's controversy with White Bros. Co., Contractors, who defaulted on contract awarded them for construction of the Oneonta Borrow Pit Section of the Columbia River Highway in Multnomah County, as the same appears in the minutes of August 6, 1946, September 24, 1946, October 28, 1946, November 26, 1946, December 20, 1948, and January 24, 1949, entered in Volumes 31 and 33 of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, have been compared by me with the original minute entries and that the same is a true and correct copy of said minute entries and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this 25th day of October, 1950.

Secretary
OREGON STATE HIGHWAY COMMISSION

EXCERPTS FROM MINUTES OF THE STATE HIGHWAY COMMISSION MEETING ON AUGUST 6, 1946. VOLUME 31 PART I PAGE 13192

EXHIBIT "D"

RESOLUTION

WHEREAS, the Commission on the twenty-ninth day of April, 1946, called for bids and on the sixteenth day of May, 1946, received a bid by White Bros. Company, a limited partnership doing business at Third and Sumach, Walla Walla, Washington, for certain excavation of materials on the Oneonta Section of the Columbia River Highway in Multnomah County; and

WHEREAS, the bid of said White Bros. Company in the sum of $93,600 was deemed by the Commission a satisfactory bid and was therefore accepted and the contract awarded to said bidder; and

WHEREAS, in connection with said bid the bidder filed with the Commission a bidder's bond in the sum of $4,680, with the Maryland Casualty Company as surety, to insure the execution of the contract and the performance bond, the amount of which bond was computed on five per cent of the amount of the bid; and

WHEREAS, said contract form and bond form were prepared and delivered to the said White Bros. Company, but said White Bros. Company refused to execute said contract and refused to furnish and provide the performance bond required, but instead returned the said contract and the said bond unexecuted and refused to execute the contract or bond;

NOW, THEREFORE, BE IT RESOLVED by the Commission, all members being present and affirmatively voting, as follows:

1. That the said White Bros. Company hereby is declared to be in default with respect to the execution of said contract and bond.

2. The Commission does hereby find and determine, based upon the conduct and acts of the said company, that the bidder has abandoned the contract and under the provisions of his bid and bidder's bond has forfeited the amount of the security fixed in said bidder's bond.

3. That the Commission's Chief Counsel is hereby authorized to collect and recover from the bidder and the bidder's bondsman or surety the said sum of $4,680.

4. That if Counsel is unable to recover or collect said sum without litigation, then Counsel hereby is instructed to institute and prosecute such suit or action as may be necessary to accomplish the recovery and collection of said sum of $4,680.

EXCERPTS FROM MINUTES OF THE STATE HIGHWAY COMMISSION MEETING ON SEPTEMBER 24, 1946

EXHIBIT "E"

Portland, Oregon
September 24, 1946
Volume 31 part 2
Page 13335

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

* * * * *

Mr. O. A. White, representing White Bros. Co., contractors, Walla Walla, Washington, to whom the Commission, on May 16, 1946, awarded the contract for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County, appeared before the Commission regarding his request for relief from performance of the work and the return of his proposal bond. Mr. White declared that he looked this job over very carefully with the Resident Engineer in charge prior to the day that the Commission received bids for the project and was given certain information by the Resident Engineer concerning the finished slope, which information later proved erroneous; however, it is now evident that the Resident Engineer and he were not thinking along the same line. It was his thought that such misunderstanding is justification for his refusal to proceed with the work under the contract and for the return to him of the bid bond which he submitted along with his proposal.

The Engineer asserted his faith in the Resident Engineer, who, he said, would, in no case, misinform any contractor regarding proposed construction; moreover, subsequent to the time that White Bros. Co. defaulted, arrangements were made to have the work done by another contractor, who is carrying on the work in strict conformity with the same plans and specifications that were issued to White Bros. Co., with no difficulties whatsoever having been encountered to date. He read aloud a report from Division Engineer W. C. Williams on the subject in which Mr. Williams gave as his opinion that White Bros. Co. were of the belief that they had made an error in estimating the work, their offer being some $25,000 lower than the Engineer's estimate for the project, and that it was this feature, and not the actual performance of the work, that determined them to default. (See Mr. William's letter dated September 20, 1946, directed to H. G. Smith, Construction Engineer, in general files, for further details.)

Following considerable discussion of this subject, Chairman Banfield stated that he could not understand on what basis the Commission could justify the return of the bond submitted by White Bros. Co. He gave as his feeling that it would establish an undesirable precedent; moreover, the defaulting of a contract by any contractor carries with it the automatic forfeiture of the bond. Commissioner Schaupp expressed concurrence in the viewpoint of Chairman Banfield, notwithstanding that he sympathized with White Bros. Co. in their loss. Chairman Banfield concluded the discussion by stating that the Commissioners would discuss the matter among themselves and would announce their decision later.

* * * * * *

EXCERPTS FROM MINUTES OF THE STATE HIGHWAY COMMISSION MEETING HELD ON OCTOBER 28 & 29, 1946

EXHIBIT "F"

Portland, Oregon
October 28, 1946
Page 13410

The State Highway Commission met in regular session at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

* * * * * *

The Engineer discussed with the Commission the request of White Bros. Co., contractors, Walla Walla, Washington, for the release of the bid bond which they furnished in connection with their proposal for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County, and in this connection the Engineer introduced Mr. Carl A. Peterson, Resident Engineer, and Division Engineer, W. C. Williams, who have charge of this job. Mr. Peterson was interrogated by Chairman Banfield as follows:

Chairman Banfield: Did you give any instructions to White Bros. Co., or anyone else, different from the plans and specifications set out by the Highway Commission?

Mr. Peterson: No, I did not.

Chairman Banfield: What conversation did you have with them?

Mr. Peterson: He (Mr. White) came into the office at Troutdale the morning prior to the day of letting. I asked him if he wanted to go up on the job. He said that he was familiar with it. He was there two or three days prior to this. We laid the plans out them. "What are these lines", he said. I answered, "Slope lines. That is the slope we have to slope the pit to." He said, "To those marks"? I said, "As near as we can. We might not be able to slope to these lines but as near as we can." He said, "Well, I'll put in a complimentary bid." That was all that was said.

Chairman Banfield: Did any other contractors come in?

Mr. Peterson: Yes. I went up with all of them. They all understood that they had to slope it.

Chairman Banfield: There was no question in Mr. White's mind that the slope had to be sloped to those lines?

Mr. Peterson: No. After the bids were opened we went up to the job and discussed ways and means of sloping it. He decided then he couldn't get a "Cat" up there. Five days later Mr. Anderson, the superintendent, came and said they were going to start sloping by hand.

Chairman Banfield: You and Mr. White went up there and decided you couldn't put a "Cat" up there. Did you decide or did he?

Mr. Peterson: He did. I didn't have anything to do with it.

Chairman Banfield: Are you sure there was no information given him that would lead him to believe that the plans were incorrect?

Mr. Peterson: He said, "Do you have to slope that?" (Referring to the east side of the borrow area) I said, "No, we aren't going to touch that."

Chairman Banfield at this point recited the history of this case for the benefit of the new Highway Commissioner, Mr. Ben R. Chandler, following which the interrogation was continued, as follows:

Mr. Devers: Has Mr. White talked with you since he was told by his superintendent he couldn't do the job?

Mr. Peterson: No.

Mr. Devers: When you said you told him he would be expected to do the work to these lines as near as possible, what did you mean?

Mr. Peterson: The rocks are large. It is pretty hard to sandpaper them down to meet the line of the slope.

Chairman Banfield: You meant general conformity to the plans within possibility?

Mr. Peterson: Yes.

Mr. Devers: I don't think they have any ground on which to say to the Commission they shouldn't forfeit their bond.

Chairman Banfield: What cases in the past has the Commission given it back?

Mr. Devers: I remember only one and that was at Grants Pass. It was minor work. The conditions were such that we all felt that the contractor wasn't to blame for the situation that had arisen.

Mr. Baldock: I think in all the other cases the bond has been forfeited.

__Chairman Banfield:__ Do you feel, Mr. Baldock, that your engineering plans and specifications given to the contractors, plus the information that your representatives have given, have been ample enough so that Mr. White was in possession of all the information needed to put in an adequate bid?

__Mr. Baldock:__ Yes.

__Mr. Devers:__ After he desided he couldn't do the job he and his superintendent were in my office in Salem. He said the superintendent told him he couldn't do it.

The Engineer then gave as his opinion that after submitting his bid the contractor considered that it was too low and wanted to get rid of his obligation. The fact of the matter is that his bid was $25,000 below the Engineer's estimate. Another thing that should be considered, he said, was the delay that has been caused by the White Bros. Co. default. The material has not been removed as was anticipated when bids were taken and it is going to be necessary to extend the time limit for the present contractor, who is doing the work by force account. He added that had White Bros. Co. accepted the contract and performed the work diligently it would have been completed by now.

Commissioner Schaupp inquired if Mr. White mentioned, when he called at the Salem office, that his superintendent told him that he couldn't do the job. The Chief Counsel replied in the negative. He further stated that the superintendent said he didn't see how he could do the job, also, that he hadn't seen it until after the contract had been awarded to White Bros. Co. This concluded the discussion. Action on the matter was deferred by the Commission until the following day. (This matter was brought to the attention of the Commission before adjournment on October 29 but action was again deferred until a future meeting).

EXCERPTS FROM MINUTES OF THE STATE HIGHWAY COMMISSION

MEETING ON NOVEMBER 26, 1946

EXHIBIT "G"

Portland, Oregon
November 26, 1946
Volume 31, Part 2
Page 13488

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

* * * * * * * * *

Consideration was given by the Commission to the request of White Bros. Co. for release of the bid bond which they furnished on May 16, 1946, in connection with their proposal for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County, which matter was deferred from the previous meeting. Chairman Banfield gave as his thought that the bond should be forfeited because, in his estimation, sufficient information was given the contractor to enable him to submit a bona fide bid. Commissioners Schaupp and Chandler concurred, whereupon the Commission, by unanimous vote, instructed the Chief Counsel to do what is necessary to collect the amount of the bid bond.

* * * * * * * * *

EXCERPTS FROM MINUTES OF HIGHWAY COMMISSION MEETINGS HELD DECEMBER 20, 1948 AND JANUARY 24, 1949

Portland, Oregon
December 20, 1948
Volume 33, Part 3
Page 15439

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Neuner, Assistant Counsel
Malcolm H. Hawke, Chief Accountant
E. B. Glaisyer, Secretary

* * * * * * * * *

Chairman Banfield brought up for discussion the Commission's controversy with White Bros. Co., contractors, who refused to construct the Oneonta Borrow Pit Section of the Columbia River Highway, in Multnomah County, after having been awarded the contract on May 16, 1946, as the result of competitive bidding. He inquired as to the status of the Commission's claim against the bond, which previously was declared in default. The Chief Counsel advised that he had been unable to reach a settlement with either White Bros. Co. or the Maryland Casualty Company, surety on the proposal bond furnished by them in connection with this job, and that he now is preparing a court complaint. In the discussion of this matter Chairman Banfield suggested that it might be advisable hereafter to refuse to accept bonds written by the Maryland Casualty Company until this case has been satisfactorily disposed of. Commissioners Schaupp and Chandler both expressed their concurrence in this suggestion and it was so ordered. The Chief Counsel was instructed to notify the Maryland Casualty Company accordingly.

* * * * * * * * *

Portland, Oregon
January 24, 1949
Volume 33, Part 3
Page 15533

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer

W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. E. Neuner, Assistant Counsel
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

* * * * * * * * *

Mr. C. M. Souther, attorney for the Maryland Casualty Company, surety on the bond furnished by White Brothers, contractors, in connection with their bid submitted on May 16, 1946 for the Oneonta borrow pit excavation and shaping project on the Columbia River Highway, in Multnomah County, appeared before the Commission regarding this bond, which the Commission previously declared forfeited when White Brothers refused to undertake the work, the contract having been awarded to White Brothers. The Chief Counsel recited the history of this case, particularly pointing out that the surety to date has not seen fit to pay the amount of the bond, and that the Commission at the previous meeting ordered that the company be informed that its bonds will not be honored by the Commission until this case has been settled to the Commission's entire satisfaction. Mr. Souther advised that Maryland Casualty Company is desirous of doing the right thing, but is of the feeling that the Commission's decision not to accept any more of the bonds written by the Maryland Casualty Company, is rather "harsh". He suggested that the Commission bring suit against White Brothers for the amount of the bond. The Chief Counsel advised that he could not recommend to the Commission that it sue White Brothers, but he would recommend to the Commission that it give to the surety its record of the case and authorize testimony in court as to what actually did take place between the Highway Department engineers and White Brothers. The situation could exist, he said, where a bidder can have good grounds for refusing to go on with the work, and if that were true, and the State Highway Department were at fault, we would not stand on any legal technicality. However, in this particular instance the evidence reveals no defense whatsoever in the White's favor, so he could not advise the Commission to go to the trouble and expense of suing White Brothers. This matter was discussed at considerable length, and as a result thereof, the Commission stated its willingness to bring suit against White Brothers if Maryland Casualty Company will indemnify the State and will pay the full amount of the bond, plus the costs involved in the suit, if the State cannot recover from White Brothers. Mr. Souther requested additional time to take up the matter with the home office of the Maryland Casualty Company. The Commission granted the request on the condition that he file his answer with the Commission within 10 days, or at the most, two weeks.

* * * * * * * * *

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COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

IN REPLY PLEASE
REFER TO FILE

26-[illegible]

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Apr. 22, 1949

Mr. Calvin N. Souther
Board of Trade Building
Portland 4, Oregon

Dear Mr. Souther:

I acknowledge with appreciation your letter of the 21st, with which you sent a remittance by the Maryland Casualty Company in the sum of $4,680 in payment of the obligation sustained in connection with Bond No. 534279, given in connection with White Brothers' bid on highway work. This remittance is further identified by the number 77870.

I have delivered the check to our Auditing Department for proper disposition; however, I note that the check is made to the State of Oregon, and there may be some question raised when the check is presented for payment, for all of our transactions are made in the name of the State of Oregon, by and through its State Highway Commission. If the Auditor encounters any difficulty, I will suggest that the check be returned for the addition of the words "by and through its State Highway Commission".

I want you to know that this office and the Highway Commission thoroughly appreciate the courtesy and the friendliness with which you and the Maryland Casualty Company have considered and disposed of this claim. I can assure you that you have earned the respect and confidence of the Highway Department.

Yours very truly,

J. M. DEVERS

JMD:FRC

cc- Mr. W. C. Williams ✓

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Apr. 22, 1949

IN REPLY PLEASE
REFER TO FILE

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

I am enclosing Check No. 77870 made by the Maryland Casualty Company in the sum of $4,680, which is in payment of the amount of White Brothers' bond, which was declared forfeited by the State.

I am sending this to you so that you may credit this matter in your office, and you can then see that the remittance reaches the Auditing Department for proper disposition.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:FRC

NOTED
W. C. WILLIAMS

Oneonta Bonnaa Sch * ~~3008~~ 2830
76-4206-288

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COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND

A. W. SCHAUPP, MEMBER
KLAMATH FALLS

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OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

26 10 72

2813

Apr. 19, 1949

IN REPLY PLEASE
REFER TO FILE

NOTED
W. C. WILLIAMS

Mr. C. M. Souther, Attorney
Board of Trade Building
Portland, Oregon

Dear Mr. Souther:

Enclosed herewith, is the original of a release and assignment agreement executed by the State Highway Commission, whereby the Commission, in consideration of the payment of the amount of the proposal bond, releases the Maryland Casualty Company from all claims upon the bond, and assigns to the Maryland Casualty Company all rights and claims that the Commission may have against White Brothers Company because of the Company's default in failing to enter into the contract for work at the Oneonta Borrow Pit in Multnomah County.

Please retain this release and assignment agreement in your possession until the Maryland Casualty Company pays to the State Highway Commission the sum of $4,680, which is the consideration set forth in the agreement.

Yours very truly,

J. M. DEVERS

CWE:FRC

cc- Mr. H. B. Glaisyer
Mr. W. C. Williams
Mr. H. G. Smith

CROSS REFERENCE SHEET

Name or Subject MARYLAND CASUALTY CO. **File No.**

Regarding White Bros, on bid and proposal for excavating and shaping Oneonta Borrow Pit.
Release Agreement. C&A 1134
Date 4-12-49

SEE

Name or Subject Miscellaneous C&A #1134
Contract No. 2813
26-1072
File No
File No.

file

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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L-1492

Salem, Oregon
February 18, 1949

Mr. J. M. Devers

The State Highway Commission at its meeting on January 24, 1949, has discussed with Mr. C. M. Souther, Attorney for the Maryland Casualty Company, the matter pertaining to the default of White Brothers, Contractors, in the performance of the contract awarded them on May 16, 1946, for the Oneonta Borrow Pit excavating and reshaping project on the Columbia River Highway.

As a result of considerable discussion, the Highway Commission stated its willingness to bring suit against White Brothers if Maryland Casualty Company will indemnify the State and will pay the full amount of the bond plus cost involved in the suit if the State cannot recover from White Brothers.

Mr. Souther requested time to take up the matter with the Home Office of the Maryland Casualty Company. The Commission granted his request on the condition that he file his answer with the Commission in ten days, or at the most, two weeks.

The question arises whether or not Mr. Souther has complied with this condition. It will have a bearing on whether or not the Commission will accept hereafter, bid bonds and performance bonds written by the Maryland Casualty Company. The ten days, and maximum two weeks time given Mr. Souther to file his answer, has elapsed ten days ago, and the next meeting of the Commission when bids are to be received, is scheduled for ten days from now, February 28. It may be that the Maryland Casualty Company will write bonds for some of the bidders at that meeting, and the question will probably arise as to whether or not the company has paid the amount of the bid bond furnished on behalf of White Brothers.

Secretary

HBG:af

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COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND

A. W. SCHAUPP, MEMBER
KLAMATH FALLS

~~BEN R. CHANDLER, MEMBER~~
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

IN REPLY PLEASE REFER TO FILE

26-1072

2813

December 23, 1948

NOTED
H. B. GLAISYER

Mr. C. N. Souther, Attorney
Law firm of Wilbur, Beckett, Oppenheimer, Mautz and Souther
Board of Trade Building
Portland, Oregon

Re: State Highway Contract #2813,
Default of White Brothers Company

Dear Sir:

Pursuant to your telephone conversation December 22nd with Mr. Devers, we are setting forth in the following pages and exhibits what we believe to be a true statement of facts, and copies of the pertinent instruments, upon which the Highway Commission bases its claim against White Brothers Company and Maryland Casualty Company.

On or about April 29, 1946, the Highway Commission called for bids, and on May 16, 1946, White Brothers Company submitted a Proposal for State Highway Construction and bid of a unit price of 72 cents per cubic yard and total sum of $93,600.00, a copy of which proposal and bid is marked Exhibit "A" and is enclosed herewith, for work consisting of shaving the banks of the Oneonta Borrow pit, excavating approximately 130,000 cubic yards of loose rock materials therefrom, and delivering those materials into stock pile on the Oneonta Section of the Columbia River Highway. The Oneonta Borrow Pit is located above and on the southerly side of the present traveled Columbia River Highway at mile post 32.75, about 0.64 mile easterly of Multnomah Falls in Multnomah County, Oregon.

As a condition precedent to the Commission accepting the proposal and bid, and as security for the Commission, on May 16, 1946, White Brothers Company, as principal, and Maryland Casualty Company, as surety, executed and delivered to the Commission a proposal bond, accompanying the proposal and bid, in full and penal sum of five (5) percent of the total amount of the bid, which penal sum is $4,680.00, a copy of which bond is marked Exhibit "B" and is enclosed herewith.

By the bond and proposal (which proposal is made a part of the bond), White Brothers Company and Maryland Casualty Company covenanted that if the proposal and bid be accepted by the Commission, and the contract for the work be awarded to White Brothers Company, and White Brothers Company should fail or neglect to enter into and execute the contract for the work and to furnish bond as required by the Commission within ten (10) days from the date of receiving from the Commission the contract prepared and ready for execution, the Commission may, at its option, determine that the bidder has abandoned the contract, and thereupon forfeiture of the proposal bond shall operate and the same shall be the property of the Commission. (See page 11 of Exhibit A.)

The proposal and bid submitted by White Brothers Company was accepted by the Commission, and the contract for the work was awarded to White Brothers Company on May 16, 1946.

Thereafter the contract for the work and the performance bond to accompany the contract, a copy of which contract is marked Exhibit "C" and is enclosed herewith, were prepared by the Commission and the same were delivered to Mansfield & Co., Portland, Oregon, as directed by White Brothers Company, on or about May 25, 1946, with the request that the contract and bond be executed and returned to the Commission.

Mr. O. A. White wrote to the Commission on May 27, 1946, requesting that the limited partners not be required to sign the contract, for it was inconvenient to obtain their signatures, but no objection was made to the contract.

On, or immediately prior to, June 13, Mr. Williams, of the Highway Department, was informed orally by White Brothers Company that the company would not accept the award of the contract, and this was confirmed by a letter from Mr. O. A. White dated June 13, 1946, addressed to the Commission, in which the reason for the refusal to execute the contract was stated as follows:

> "In going over the work with your engineer prior to bidding, we obtained the impression that we would be permitted to make the excavation and removal of material in a manner by us suggested. We are now informed that the original slopes must remain 'as is', which makes any operation, as contemplated by us in our prior examination utterly impracticable. It now develops that the entire terrain, including the slopes, has a deep underground movement and makes any performance of the work as proposed impossible of performance."

This letter was followed by a letter from Mr. O. A. White, dated July 12, 1946, wherein Mr. White stated that it was understood that the Highway Department was contemplating moving the material themselves, and that the company had certain equipment available which they would consider renting to the State, which indicates that White Brothers Company did not consider moving the material either impossible or impractical.

The copies of the proposed contract were returned to the Commission by White Brothers Company on or about July 13, 1946, and from each of the copies there had been detached, we presume by White Brothers Company, the last page of the contract and the bond form.

On August 6, 1946, the Commission, by resolution, declared White Brothers Company to be in default with respect to the execution of the contract and bond, a copy of which resolution is marked Exhibit "D" and is enclosed herewith.

On August 12, 1946, White Brothers Company was notified of the action of the Commission and demand was made upon White Brothers Company and Maryland Casualty Company for payment of the amount of the proposal bond in the sum of $4,680.00. In response to this demand, White Brothers Company addressed a letter to the Commission which reads as follows:

"With reference to your letter of August 14th in reference to our bid for the removal of material, Columbia River Highway, as you have been informally advised, our bid was made upon representations by your engineers, not only as to what was required, but proposed method of removal on our part. We were advised before bidding that our method would be acceptable. After the bid was made, we were advised it would not be acceptable.

"Our bid was conditioned upon the representations made and we are compelled to refuse your request for remittance.

"We have sustained damage because of failure to accept the bid as understood by us.

"We trust your Board will reconsider its action."

White Brothers Company was invited to appear before the Commission in Portland on September 24, 1946, and present their views on the matter. An excerpt of the minutes of the Highway Commission meeting of September 24, 1946, is marked Exhibit "E" and is enclosed herewith.

The Commission again considered this matter at its meeting October 28th and 29th, 1946, and interrogated Mr. Peterson, the Resident Engineer, who had charge of this work. An excerpt of the minutes of the meeting is marked Exhibit "F" and is enclosed herewith.

The subject was again discussed at the Commission's meeting on November 25, 1946, and an excerpt of the minutes of that meeting is marked Exhibit "G" and is enclosed herewith.

After November 25, 1946, repeated demands were made upon White Brothers Company and Maryland Casualty Company for payment of the amount of the proposal bond.

At the time White Brothers Company indicated their intention to default on their contract, they advised Mr. Williams, then Division Engineer, that they considered the work to be of a different character than they had anticipated at the time of bidding. Their statement was, that at the time they inspected the job it was their belief that the main object of the project was to secure 130,000 cubic yards of material and that the material could be secured in any manner that they saw fit, and that the sloping of the borrow area was of secondary importance.

It is difficult to understand how they could arrive at any such misconception, for such was directly contrary to the plans and specifications clearly set forth in the proposal. (See Exhibit "A".) They state that they were so advised by Resident Engineer Peterson, who showed the contractor over the work. Mr. Peterson is firm in his statement that no such information was given to the contractors. And, even if Mr. Peterson had stated that the material could be secured in any manner without regard to shaping the banks of the borrow area, he had no authority to modify or change the written specifications and plans which were approved by the Highway Commission and upon which bids were called, and the contract awarded.

White Brothers Company stated that the sloping as indicated by the plans was impossible and that they were convinced there was a deep underground movement that would make the moving of any of the materials dangerous. This contention has been proved in error by the fact that the work has been completed by Berke Brothers on a force account basis in exactly the same manner as set forth in the plans and specifications contained in the contract which White Brothers Company refused to execute.

Dr. Hodge, Geologist, disputes all of White Brothers Company's assertions with respect to a deep underground movement, and he advised the Highway Department, at the time White Brothers Company expressed the desire to default, that the material could be sloped back without starting any major slide movement and, if carried on properly, without any danger of rocks rolling down the slope onto the highway and the railroad.

It is the opinion of the Commission that the real reason White Brothers Company elected to default is that they decided their bid was too low, and that they probably would lose more than the amount of the bond if they performed the work.

Should you desire any other information, or if we can be of any further service, please advise. We trust that, after you have studied this matter and have made your own investigation, the amount of the proposal bond will be paid without the State having to resort to court proceedings. May we hear from you at an early date.

Very truly yours,

J. M. DEVERS

By

C. W. Enfield
Assistant Counsel

CWE:ri

Encls.

P.S. I will be glad to call at your office sometime next week to discuss this matter with you and will phone you Monday, December 27th to determine what time will be convenient.

COPY

Exhibit "B"

OREGON STATE HIGHWAY COMMISSION

PROPOSAL BOND

(Form 3-46)

KNOW ALL MEN BY THESE PRESENTS, That we, ...
. . . . WHITE BROS. COMPANY . . . . , as principal . ,
and the . . . . . MARYLAND CASUALTY COMPANY . . . . ,
a corporation duly organized under the laws of the state of . . . Maryland . . . . . ,
having its principal place of business at . . . . . Baltimore . . . . ,
in the state of . . . Maryland . . . . . . , and authorized to do business in the state of Oregon, as surety, are held and firmly bound unto the state of Oregon in full and penal sum of five (5) per cent of the total amount of the bid of said principal for the work hereinafter described, for the payment of which, well and truly made, we bind ourselves, our heirs, executors, administrators and assigns, and successors and assigns, firmly by these presents.

The condition of this bond is such that, whereas the principal herein is herewith submitting his or its proposal for the following highway construction, to wit:
. . . ONEONTA BORROW PIT excavating and shaping project on . . . .
. . . the Columbia River Highway, MULTNOMAH COUNTY, Oregon, ...
. . . .
. . . .
said bid and proposal, by reference thereto, being hereby made a part hereof.

NOW, THEREFORE, if the said proposal and bid submitted by the said principal be accepted, and the contract be awarded to said principal, and if the said principal shall enter into and execute the said contract and shall furnish bond as required by the State Highway Commission within the time fixed by said Commission, then this obligation shall be void; otherwise to remain in full force and effect.

Signed and sealed this . . . 16th . . . day of . . . May 1946 . . . .

WHITE BROS. COMPANY . . . .
By . (sgd) O. A. White . . . .
Principal

Countersigned at . . . .
. . . Portland, Oregon . . . . this . .
. . . . 16th . . day of . . May 1946 . . .
MANSFIELD & CO.
By (sgd) Chas. A. Mansfield
Resident Agent

MARYLAND CASUALTY COMPANY . . . . . .
By . (sgd) Chas. A. Mansfield . . . .
Chas. A. Mansfield
. . . Attorney-in-fact . . . .
Surety

EXHIBIT "E"

EXCERPTS FROM MINUTES OF THE STATE HIGHWAY COMMISSION
MEETING ON SEPTEMBER 24, 1946

"Mr. O. A. White, representing White Bros. Co., contractors, Walla Walla, Washington, to whom the Commission, on May 16, 1946, awarded the contract for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County, appeared before the Commission regarding his request for relief from performance of the work and the return of his proposal bond. Mr. White declared that he looked this job over very carefully with the Resident Engineer in charge prior to the day that the Commission received bids for the project and was given certain information by the Resident Engineer concerning the finished slope, which information later proved erroneous; however, it is now evident that the Resident Engineer and he were not thinking along the same line. It was his thought that such misunderstanding is justification for his refusal to proceed with the work under the contract and for the return to him of the bid bond which he submitted along with his proposal.

"The Engineer asserted his faith in the Resident Engineer, who, he said, would, in no case, misinform any contractor regarding proposed construction; moreover, subsequent to the time that White Bros. Co. defaulted, arrangements were made to have the work done by another contractor, who is carrying on the work in strict conformity with the same plans and specifications that were issued to White Bros. Co., with no difficulties whatsoever having been encountered to date. He read aloud a report from Division Engineer W. C. Williams on the subject in which Mr. Williams gave as his opinion that White Bros. Co. were of the belief that they had made an error in estimating the work, their offer being some $25,000 lower than the Engineer's estimate for the project, and that it was this feature, and not the actual performance of the work, that determined them to default.

"Following considerable discussion of this subject, Chairman Banfield stated that he could not understand on what basis the Commission could justify the return of the bond submitted by White Bros. Co. He gave as his feeling that it would establish an undesirable precedent; moreover, the defaulting of a contract by any contractor carries with it the automatic forfeiture of the bond. Commissioner Schaupp expressed concurrence in the viewpoint of Chairman Banfield, notwithstanding that he sympathized with White Bros. Co. in their loss. Chairman Banfield concluded the discussion by stating that the Commissioners would discuss the matter among themselves and would announce their decision later."

EXHIBIT "F"

EXCERPTS FROM MINUTES OF THE STATE HIGHWAY COMMISSION

MEETING ON OCTOBER 28 & 29, 1946

"The Engineer discussed with the Commission the request of White Bros. Co., contractors, Walla Walla, Washington, for the release of the bid bond which they furnished in connection with their proposal for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County, and in this connection the Engineer introduced Mr. Carl A. Peterson, Resident Engineer, and Division Engineer, W. C. Williams, who have charge of this job. Mr. Peterson was interrogated by Chairman Banfield as follows:

"Chairman Banfield: Did you give any instructions to White Bros. Co., or anyone else, different from the plans and specifications set out by the Highway Commission?

"Mr. Peterson: No, I did not.

"Chairman Banfield: What conversation did you have with them?

"Mr. Peterson: He (Mr. White) came into the office at Troutdale the morning prior to the day of letting. I asked him if he wanted to go up on the job. He said that he was familiar with it. He was there two or three days prior to this. We laid the plans out then. 'What are these lines', he said. I answered, 'Slope lines. That is the slope we have to slope the pit to.' He said, 'To those marks'? I said, 'As near as we can. We might not be able to slope to these lines but as near as we can.' He said, 'Well, I'll put in a complimentary bid.' That was all that was said.

"Chairman Banfield: Did any other contractors come in?

"Mr. Peterson: Yes. I went up with all of them. They all understood that they had to slope it.

"Chairman Banfield: There was no question in Mr. White's mind that the slope had to be sloped to those lines?

"Mr. Peterson: No. After the bids were opened we went up to the job and discussed ways and means of sloping it. He decided then he couldn't get a 'Cat' up there. Five days later Mr. Anderson, the superintendent, came and said they were going to start sloping by hand.

"Chairman Banfield: You and Mr. White went up there and decided you couldn't put a 'Cat' up there. Did you decide or did he?

"Mr. Peterson: He did. I didn't have anything to do with it.

"Chairman Banfield: Are you sure there was no information given him that would lead him to believe that the plans were incorrect?

"Mr. Peterson: He said, 'Do you have to slope that?' (Referring to the east side of the borrow area) I said, 'No, we aren't going to touch that.'

"Chairman Banfield at this point recited the history of this case for the benefit of the new Highway Commissioner, Mr. Ben R. Chandler, following which the interrogation was continued, as follows:

"Mr. Devers: Has Mr. White talked with you since he was told by his superintendent he couldn't do the job?

"Mr. Peterson: No.

"Mr. Devers: When you said you told him he would be expected to do the work to these lines as near as possible, what did you mean?

"Mr. Peterson: The rocks are large. It is pretty hard to sandpaper them down to meet the line of the slope.

"Chairman Banfield: You meant general conformity to the plans within possibility?

"Mr. Peterson: Yes.

"Mr. Devers: I don't think they have any ground on which to say to the Commission they shouldn't forfeit their bond.

"Chairman Banfield: What cases in the past has the Commission given it back?

"Mr. Devers: I remember only one and that was at Grants Pass. It was minor work. The conditions were such that we all felt that the contractor wasn't to blame for the situation that had arisen.

"Mr. Baldock: I think in all the other cases the bond has been forfeited.

"Chairman Banfield: Do you feel, Mr. Baldock, that your engineering plans and specifications given to the contractors, plus the information that your representatives have given, have been ample enough so that Mr. White was in possession of all the information needed to put in an adequate bid?

"Mr. Baldock: Yes.

"Mr. Devers: After he decided he couldn't do the job he and his superintendent were in my office in Salem. He said the superintendent told him he couldn't do it.

"The Engineer then gave as his opinion that after submitting his bid the contractor considered that it was too low and wanted to get rid of his obligation. The fact of the matter is that his bid was $25,000 below the Engineer's estimate. Another thing that should be considered, he said, was the delay that has been caused by the White Bros. Co. default. The material has not been removed as was anticipated when bids were taken and it is going to be necessary to extend the time limit for the present contractor, who is doing the work by force account. He added that had White Bros. Co. accepted the contract and performed the work diligently it would have been completed by now.

"Commissioner Schaupp inquired if Mr. White mentioned, when he called at the Salem office, that his superintendent told him that he couldn't do the job. The Chief Counsel replied in the negative. He further stated that the superintendent said he didn't see how he could do the job, also, that he hadn't seen it until after the contract had been awarded to White Bros. Co. This concluded the discussion. Action on the matter was deferred by the Commission until the following day. (This matter was brought to the attention of the Commission before adjournment on October 29 but action was again deferred until a future meeting)."

EXHIBIT "G"

EXCERPTS FROM MINUTES OF THE STATE HIGHWAY COMMISSION

MEETING ON NOVEMBER 25, 1946

"Consideration was given by the Commission to the request of White Bros. Co. for release of the bid bond which they furnished on May 16, 1946, in connection with their proposal for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County, which matter was deferred from the previous meeting. Chairman Banfield gave as his thought that the bond should be forfeited because, in his estimation, sufficient information was given the contractor to enable him to submit a bona fide bid. Commissioners Schaupp and Chandler concurred, whereupon the Commission, by unanimous vote, instructed the Chief Counsel to do what is necessary to collect the amount of the bid bond."

RECEIVED
SEP 29 1948
FOR FILING

26-1072

2813

T. H. BANFIELD, CHAIRMAN
PORTLAND

A. W. SCHAUPP, MEMBER
KLAMATH FALLS

BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

September 15, 1948

IN REPLY PLEASE
REFER TO FILE

L 1422

White Bros. Company,
Third and Sumach Streets,
Walla Walla, Washington.

Gentlemen:

The Highway Commission considered again the matter of your default in executing the contract and furnishing the performance bond in the matter of the removal of slide material along the Columbia River Highway and instructed me to file the necessary court proceedings to recover for the amount of your bidder's bond.

I am leaving the State to be gone about a week and will not be able to give attention to this matter until my return.

Yours very truly,

J. M. DEVERS

JMD:PW

cc R. H. Baldock
H. B. Glaisyer

Williams.

RECEIVED
SEP 10 1948
FOR FILING

26-1072

2813

Agenda 2a

September 9, 1948

Oregon State Highway Commission

Gentlemen:

On the agenda for the September 13 and 14 meeting there will be an item for discussion of the default of White Bros. on a contract awarded to them for the Cascade Borrow Pit, excavating and shaping project, on the Columbia River Highway in Multnomah County.

In order that you may review the history of this matter, I am attaching excerpts from the minutes of Commission meetings from May 16, 1946 through November 26, 1946, all being in reference to the White Bros.' bidding and default on this project. I reaffirm my recommendation that the bid bond be forfeited.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc: W. C. Williams

FORM E-30 25M 7-47

AGENDA
SEP 1 3 1948

2-a

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1948

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

Attached is a copy of a reply I received today from White Bros. Company in connection with the State's claim arising out of the company's failure to enter into an agreement for the removal of slide material on the Columbia River Highway.

You will note that they are asking an opportunity to be heard again before the Commission. I know of no good reason why they should be refused although I know of no good that will be accomplished.

Will you please contact the Secretary and if time and space are available and you are agreeable to a hearing, please have these people notified.

Very truly yours,

J M Devers
J. M. DEVERS

JMD:NH
cc - H. B. Glaisyer

Enc.

REFERRED TO
Williams
By Chief Engineer

Ask Glaisyer to place matter on agenda

C.C.R.

C
O
P
Y

RUMMENS & GRIFFIN
Attorneys at Law

Seattle 4, Washington

August 26, 1948

Oregon State Highway Commission,

Salem, Oregon.

Attention: Mr. Devers

Gentlemen:-

With reference to your letter August 17th, 1948, referring to your letter August 12th, 1946, the facts pertinent to the original bid made upon the representations of your engineer not only as to what was required, but proposed method of removal on our part of slide material, Columbia River Highway, have not changed in the elapsed two years.

You will recall that approximately two years ago I met with the Commission, stated my position and I, of course, was of the impression that the Commission realising the basis of the bid had determined not to press this claim.

I appreciate the position of Mr. Baldock, but I firmly believe the evidence and records will support my contention, and not being permitted to perform on the basis of the bid and as outlined by the engineer on the job, I was of necessity compelled to forego this work.

If you determine to sue I can only defend upon the actual facts and cross complain for my damages sustained.

It may be that the Commission does not have this matter in mind after the lapse of two years and being so busy with other matters, and I would be pleased again to confer with the Commission if the members so desire.

Very truly yours,

WHITE BROS. COMPANY

BY (s) O. A. White
O. A. WHITE

TEG/FD
cc to Maryland Cas. Co.

NERS
[illegible], CHAIRMAN
[illegible]
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

August 17, 1948

Mr. T. H. Banfield, Chairman,
State Highway Commission,
P. O. Box [illegible],
Portland 7, Oregon.

K Glaisyer

Dear Mr. Banfield:

I have just been advised by Mr. Baldock that you have requested a report on the status of the bidder's bond given by White Bros. Company in support of their bid for the removal of slide material on the Columbia River Highway.

I have gone back through the records, including minute entries, and I submit herewith a general statement or outline with respect to our controversy with White Bros. Company.

I must admit that I was a bit startled when I read the record as disclosed by the minutes, for that record I am very much afraid establishes some negligence or default on my part in this that the minute record of November 25, 1946, with reference to said matter reads as follows:

> "Chairman Banfield gave as his thought that the bond should be forfeited because, in his estimation, sufficient information was given the contractor to enable him to submit a bona fide bid. Commissioners Schaupp and Chandler concurred, whereupon the Commission, by unanimous vote, instructed the Chief Counsel to do what is necessary to collect the amount of the bid bond."

A brief synopsis of this subject shows the following detail:

1. Call for bids issued by the Highway Commission to be received May 16, 1946.

2. Only bid received was the bid of White Bros. Company, which bid was in the sum of $93,600.

3. Bid was accepted and contract awarded May 16, 1946.

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN R. CHANDLER, MEMBER
COOS BAY

4. Bidder refused to execute the contract or furnish the performance bond.

5. Bidder, pursuant to instructions from the Commission, was furnished with form of contract and bond for execution along about July, 1946.

6. Refusal of bidder to execute contract and furnish bond was reported to the Commission.

7. Commission adopted resolution declaring bidder in default and authorizing collection of bidder's bond in the sum of $4,680.

8. Bidder was then notified of action of the Commission in response to which bidder addressed a letter to the Commission's Counsel, which reads as follows:

> "With reference to your letter of August 14th in reference to our bid for the removal of material, Columbia River Highway, as you have been informally advised, our bid was made upon representations by your engineers, not only as to what was required, but proposed method of removal on our part. We were advised before bidding that our method would be acceptable. After the bid was made, we were advised it would not be acceptable.
>
> "Our bid was conditioned upon the representations made and we are compelled to refuse your request for remittance.
>
> "We have sustained damage because of failure to accept the bid as understood by us.
>
> "We trust your Board will reconsider its action."

9. On September 11, 1946, bidder requested opportunity to appear before and be heard by the Commission, in response to which request the Commission's Secretary advised bidder that a hearing would be granted on Tuesday, September 24, 1946.

The Commission's minutes of its meeting held in Portland on October 28th and 29th show on pages 45, 46 and 47 the record of questions asked and answers given at that hearing. The record of that meeting also shows that the matter was postponed until a further meeting. The subject was again discussed at the Commission's meeting held on November 25, 1946, and at that meeting there was recorded the action of the Commission in the language that I have earlier quoted.

Mr. T. H. Banfield August 17, 1948

Because of the default and failure of White Bros. Company the Commission awarded a contract to Berke Bros. That contract has been completed and final payment was made June 14, 1948, in the sum of $137,464.45. I am advised, however, that in that final payment there are sums for work not contemplated within the meaning of the White Bros. Company bid.

Now that I have had my attention called to this unfinished matter I have again by registered mail today made demand on White Bros. Company for the sum of $4,600, which is the amount of their bidder's bond and I shall pursue this matter, and if I find that litigation is necessary I shall prepare the necessary papers and will advise the Commission as soon as the case has been started.

Yours very truly,

J. M. DEVERS

JMD:PW

cc A. W. Schaupp
Ben R. Chandler
R. H. Baldock
E. B. Glaisyer

AGENDA
SEP 13 1948

2-a

EXCERPTS FROM MINUTES OF COMMISSION MEETINGS RE:

White Brothers Default on Oneonta Borrow Pit Contract

Portland, Oregon
May 16, 1946

The State Highway Commission reconvened in regular session at 9:a.m. in the Auditorium of the Public Service Building. Present were:

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
M.R. Chessman, Commissioner
R.H. Baldock, State Highway Engineer
J.M. Devers, Chief Counsel
H.B. Glaisyer, Secretary

Bids, as follows for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 2:30 p.m. in the same room:

****

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
ONEONTA BORROW PIT EXCAVATING AND SHAPING PROJECT

White Bros. Co., Walla Walla	$ 93,600.00

* * * * * *

The Commission discussed with the Engineer the bids received at the morning session for highway construction work and by unanimous vote took the following action thereon:

* * * * * *

Oneonta Borrow Pit excavating and shaping project
on the Columbia River Highway, Multnomah County.

* * * * * *

At 2:30 p.m. Chairman Banfield publicly announced the contract awards as follows:

* * * * * *

"Oneonta Borrow Pit excavating and shaping project on the Columbia River Highway, Multnomah County. White Bros. Company, Walla Walla, Washington, submitted the only bid for this job in the amount of $93,600. The Commission has accepted the offer and has awarded the contract to this Company at its bid price.

* * * * * *

Portland, Oregon
June 26, 1946

The State Highway Commission reconvened in regular session at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
M.K. Chessman, Commissioner
R.H. Baldock, State Highway Engineer
J.M. Devers, Chief Counsel
H.B. Glaisyer, Secretary

* * * * * *

A letter was presented from White Bros. Company, to whom the Commission, on May 16, 1946, awarded the contract for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, Multnomah County, expressing their refusal to accept the award of the contract and requesting the return of their proposal bond. The Engineer advised that the contract as prepared called for the furnishing of a certain amount of insurance as protection to the railroad, but subsequent thereto, the railroad company demanded an additional $50,000 insurance, which would cost the sum of $2,300. The railroad company later withdrew its request for the extra insurance, he said, but in the meantime the contractor reinspected the project in company with an agent of his bonding company and, as a result thereof, decided that he did not wish to perform the work. The Engineer also pointed out that, as a result of the contractor's letter, the project was readvertised for bids to be received at this meeting. He recommended that the Commission refuse to release the contractor from his obligation and that the Chief Counsel be authorized to proceed under the law to collect on the contractor's bid bond, it being his thought that such procedure is fully justified in view of the fact that the contractor was advised fully of the requirements before he entered his bid. The Chief Counsel concurred in the recommendation. Following discussion, the Commission approved the recommendation unanimously and instructed the Chief Counsel to collect the amount of the bid bond. He was also instructed to demand the return of the contract forms previously sent to the contractor for execution.

* * * * * *

Portland, Oregon
August 6, 1946

The State Highway Commission met in regular session at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
M.R. Chessman, Commissioner
R.H. Baldock, State Highway Engineer
J.M. Devers, Chief Counsel
H.B. Glaisyer, Secretary

* * * * * * *

The Chief Counsel brought up for discussion the action taken by the Commission at the previous meeting declaring White Bros. Co. in default in connection with the contract awarded to them by the Commission on May 16, 1946, for the excavation of materials on the Oneonta Section of the Columbia River Highway, in Multnomah County, and ordering recovery on the proposal bond furnished by the company. He advised that it would be of advantage to him, if the case goes to court, if the Commission would confirm its action by formal resolution, and he recommended that that be done. The Commission approved the recommendation and therupon, by unanimous vote, adopted the following resolution with regard thereto upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman:

WHEREAS, the Commission on the twenty-ninth day of April, 1946, called for bids and on the sixteenth day of May, 1946, received a bid by White Bros. Company, a limited partnership doing business at Third and Sumach, Walla Walla, Washington, for certain excavation of materials on the Oneonta Section of the Columbia River Highway in Multnomah County; and

WHEREAS, the bid of said White Bros. Company in the sum of $93,600 was deemed by the Commission a satisfactory bid and was therefore accepted and the contract awarded to said bidder; and

WHEREAS, in connection with said bid the bidder filed with the Commission a bidder's bond in the sum of $4,680, with the Maryland Casualty Company as surety, to insure the execution of the contract and the performance bond, the amount of which bond was computed on five per cent of the amount of the bid; and

WHEREAS, said contract form and bond form were prepared and delivered to the said White Bros. Company, but said White Bros. Company refused to execute said contract and refused to furnish and provide the performance bond required, but instead returned the said contract and the said bond unexecuted and refused to execute the contract or bond;

NOW, THEREFORE, BE IT RESOLVED by the Commission, all members being present and affirmatively voting, as follows:

1. That the said White Bros. Company hereby is declared to be in default with respect to the execution of said contract and bond,

2. The Commission does hereby find and determine, based upon the conduct and acts of the said company, that the bidder has abandoned the contract and under the provisions of his bid and bidder's bond has forfeited the amount of the security fixed in said bidder's bond.

3. That the Commission's Chief Counsel is hereby authorized to collect and recover from the bidder and the bidder's bondsman or surety the said sum of $4,680.

4. That if Counsel is unable to recover or collect said sum without litigation, then Counsel hereby is instructed to institute and prosecute such suit or action as may be necessary to accomplish the recovery and collection of said sum of $4,680.

In this connection the Engineer advised that this project has been advertised for bids on two different occasions, the first time resulting in the award of the contract to White Bros. Co., who now have defaulted, and the second time resulting in no bids whatsoever. He suggested that the work be done on a force account basis and recommended such a contract with Berke Bros., contractors, Portland, who are interested and who have stated a willingness to enter into such a contract if the state will pay them actual cost of doing the work plus a 15-percent premium for labor and a five-percent premium for materials used, and in addition thereto they will expect the state to pay the insurance and bond premiums, which are estimated to cost about $6,500 on the basis of furnishing $50,000/$100,000 public liability and property damage insurance. He explained that this contractor wants the state to relieve him from liability in case of an accident resulting in damages greater than the amount of the bond. The matter was discussed at some length, but because of the lateness of the hour, a decision relative thereto was deferred until the following day. (see ahead for final decision)

* * * * * *

Portland, Oregon
August 7, 1946

The State Highway Commission reconvened at 9:00 a.m. in the Auditorium of the Public Service Building with the following persons present and participating:

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
M.R. Chessman, Commissioner
R.H. Baldock, State Highway Engineer
J.M. Devers, Chief Counsel
H.B. Glaisyer, Secretary

* * * * * *

The Commission resumed discussion of the proposed force account contract with Berke Bros. for the removal of slide materials on the Oneonta Section of the Columbia River Highway, Multnomah County. The Engineer recommended, if the Commission decides to enter into such a contract, that the amount of the insurance be increased to $75,000/$250,000 so as to avoid the state's being obligated to pay any damages whatsoever should an accident occur. Chairman Banfield suggested that such contract be awarded to Berke Bros. on the basis outlined by the Engineer, subject to the condition that adequate insurance shall be purchased to properly protect the state. Motion to that effect was offered by Commissioner Chessman, seconded by Commissioner Schaupp, and carried by the unanimous vote of the Commission. The matter was thereupon referred to the Engineer and the Chief Counsel for further handling.

* * * * * *

Portland, Oregon
September 24, 1946

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
M.R. Chessman, Commissioner
R.H. Baldock, State Highway Engineer
J.M. Devers, Chief Counsel
H.B. Glaisyer, Secretary

* * * * * *

Mr. O.A. White, representing White Bros. Co., contractors, Walla Walla, Washington, to whom the Commission, on May 16, 1946, awarded the contract for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County, appeared before the Commission regarding his request for relief from performance of the work and the return of his proposal bond. Mr. White declared that he looked this job over very carefully with the Resident Engineer in charge prior to the day that the Commission received bids for the project and was given certain information by the Resident Engineer concerning the finished slope, which information later proved erroneous; however, it is now evident that the Resident Engineer and he were not thinking along the same line. It was his thought that such misunderstanding is justification for his refusal to proceed with the work under the contract and for the return to him of the bid bond which he submitted along with his proposal.

The Engineer asserted his faith in the Resident Engineer, who, he said, would, in no case, misinform any contractor regarding proposed construction; moreover, subsequent to the time that White Bros. Co. defaulted, arrangements were made to have the work done by another contractor, who is carrying on the work in strict conformity with the same plans and specifications that were issued to White Bros. Co., with no difficulties whatsoever having been encountered to date. He read aloud a report from Division Engineer W.C. Williams on the subject in which Mr. Williams gave as his opinion that White Bros. Co. were of the belief that they had made an error in estimating the work, their offer being some $25,000 lower than the Engineer's estimate for the project, and that it was this feature, and not the actual performance of the work, that determined them to default. (See Mr. Williams's letter dated September 20, 1946, directed to H.G. Smith, Construction Engineer, in general files, for further details.)

Following considerable discussion of this subject, Chairman Banfield stated that he could not understand on what basis the Commission could justify the return of the bond submitted by White Bros. Co. He gave as his feeling that it would establish an undesirable precedent; moreover, the defaulting of a contract by any contractor carries with it the automatic forfeiture of the bond. Commissioner Schaupp expressed concurrence in the viewpoint of Chairman Banfield, notwithstanding that he sympathized with White Bros. Co. in their loss. Chairman Banfield concluded the discussion by stating that the Commissioners would discuss the matter among themselves and would announce their decision later.

* * * * * *

Portland, Oregon
October 28, 1946

The State Highway Commission met in regular session at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R.H. Baldock, State Highway Engineer
J.M. Devers, Chief Counsel
H.B. Glaisyer, Secretary

* * * * * *

The Engineer discussed with the Commission the request of White Bros. Co., contractors, Walla Walla, Washington, for the release of the bid bond which they furnished in connection with their proposal for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County, and in this connection the Engineer introduced Mr. Carl A. Peterson, Resident Engineer, and Division Engineer, W.C. Williams, who have charge of this job. Mr. Peterson was interrogated by Chairman Banfield as follows:

Chairman Banfield: Did you give any instructions to White Bros. Co., or anyone else, different from the plans and specifications set out by the Highway Commission?

Mr. Peterson: No, I did not.

Chairman Banfield: What conversation did you have with them?

Mr. Peterson: He (Mr. White) came into the office at Troutdale the morning prior to the day of letting. I asked him if he wanted to go up on the job. He said that he was familiar with it. He was there two or three days prior to this. We laid the plans out then. "What are these lines", he said. I answered, "Slope lines. That is the slope we have to slope the pit to." He said, "To those marks"? I said, "As near as we can. We might not be able to slope to these lines but as near as we can." He said, "Well, I'll put in a complimentary bid." That was all that was said.

Chairman Banfield: Did any other contractors come in?

Mr. Peterson: Yes. I went up with all of them. They all understood that they had to slope it.

Chairman Banfield: There was no question in Mr. White's mind that the slope had to be sloped to those lines?

Mr. Peterson: No. After the bids were opened we went up to the job and discussed ways and means of sloping it. He decided then he couldn't get a "Cat" up there. Five days later Mr. Anderson, the superintendent, came and said they were going to start sloping by hand.

Chairman Banfield: You and Mr. White went up there and decided you couldn't put a "Cat" up there. Did you decide or did he?

Mr. Peterson: He did. I didn't have anything to do with it.

Chairman Banfield: Are you sure there was no information given him that would lead him to believe that the plans were incorrect?

Mr. Peterson: He said, "Do you have to slope that?" (Referring to the east side of the borrow area) I said, "No, we aren't going to touch that."

Chairman Banfield at this point recited the history of this case for the benefit of the new Highway Commissioner, Mr. Ben R. Chandler, following which the interrogation was continued, as follows:

Mr. Devers: Has Mr. White talked with you since he was told by his superintendent he couldn't do the job?

Mr. Peterson: No.

Mr. Devers: When you said you told him he would be expected to do the work to these lines as near as possible, what did you mean?

Mr. Peterson: The rocks are large. It is pretty hard to sandpaper them down to meet the line of the slope.

Chairman Banfield: You meant general conformity to the plans within possibility?

Mr. Peterson: Yes.

Mr. Devers: I don't think they have any ground on which to say to the Commission they shouldn't forfeit their bond.

Chairman Banfield: What cases in the past has the Commission given it back?

Mr. Devers: I remember only one and that was at Grants Pass. It was minor work. The conditions were such that we all felt that the contractor wasn't to blame for the situation that had arisen.

Mr. Baldock: I think in all the other cases the bond has been forfeited.

Chairman Banfield: Do you feel, Mr. Baldock, that your engineering plans and specifications given to the contractors, plus the information that your representatives have given, have been ample enough so that Mr. White was in possession of all the information needed to put in an adequate bid?

Mr. Baldock: Yes.

Mr. Devers: After he decided he coundn't do the job he and his superintendent were in my office in Salem. He said the superintendent told him he couldn't do it.

The Engineer then gave as his opinion that after submitting his bid the contractor considered that it was too low and wanted to get rid of his obligation. The fact of the matter is that his bid was $25,000 below the Engineer's estimate. Another thing that should be considered, he said, was the delay that has been caused by the White Bros. Co. default. The material has not been removed as was anticipated when bids were taken and it is going to be necessary to extend the time limit for the present contractor, who is doing the work by force account. He added that had White Bros. Co. accepted the contract and performed the work diligently it would have been completed by now.

Commissioner Schaupp inquired if Mr. White mentioned, when he called at the Salem office, that his superintendent told him that he coundn't do the job. The Chief Counsel replied in the negative. He further stated that the superintendent said he didn't see how he could do the job, also, that he hadn't seen it until after the contract had been awarded to White Bros. Co. This concluded the discussion. Action on the matter was deferred by the Commission until the following day. (This matter was brought to the attention of the Commission before adjournment on October 29 but action was again deferred until a future meeting).

* * * * * *

Portland, Oregon
October 29, 1946

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R.H. Baldock, State Highway Engineer
J.M. Devers, Chief Counsel
H.B. Glaisyer, Secretary

The question of the action to take against White Bros. Co. for failure to accept the contract that was awarded to them on May 16, 1946, for the Gueenta Borrow Pit Excavating and Shaping Project on the Columbia River

Highway, in Multnomah County, was again brought up for discussion, but action thereon was deferred until a later meeting.

* * * * * *

Portland, Oregon
November 26, 1946

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T.H. Banfield, Chairman
A.E. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R.H. Baldock, State Highway Engineer
J.M. Devers, Chief Counsel
H.B. Glaisyer, Secretary

* * * * * *

Consideration was given by the Commission to the request of White Bros. Co. for release of the bid bond which they furnished on May 16, 1946, in connection with their proposal for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County, which matter was deferred from the previous meeting. Chairman Banfield gave as his thought that the bond should be forfeited because, in his estimation, sufficient information was given the contractor to enable him to submit a bona fide bid. Commissioner Schaupp and Chandler concurred, whereupon the Commission, by unanimous vote, instructed the Chief Counsel to do what is necessary to collect the amount of the bid bond.

RECEIVED
OCT 8 1946
FOR FILING

46-1072

#4326

October 8, 1946

Oregon State Highway Commission

Gentlemen:

I am making you a written report supplementing my oral report on the application of White Bros. Company to have returned their bid bond to cover default of their contract for sloping the slide along the Columbia River Highway (US30) immediately east of Multnomah Falls.

At the time White Bros. Company indicated their intention of default on their contract, they advised our Mr. Williams, Division Engineer, that they considered the work to be of a different character than they had anticipated at the time of bidding. Their statement was that at the time they inspected the job it was their belief that the main object of the project was to secure 130,000 cubic yards of material and that the material could be secured in any manner that they saw fit and that the sloping of the borrow area was of secondary importance.

I cannot understand how they could get any such misconception, as it was directly contrary to the plans and specifications which were very clear on this point. They state that they were likewise advised of this condition by Resident Engineer Peterson who showed the contractors over the work. Mr. Peterson is firm in his statement that no such information was given to the contractors, and I have arranged for him to appear before you at the next Highway Commission meeting.

The contractors further stated that the sloping as indicated by the plans was impossible and that they were convinced that there was a deep underground movement that would make the moving of any of the materials dangerous. That their contention has been proved in error is indicated by the fact that the work is now being carried on by Berke Brothers on a force account basis in exactly the same manner as was planned at the time bids were asked. A dragline is working on the high slopes with satisfactory results. Berke Brothers were very much concerned about the rock slope to the east of the slide. After three weeks of operation, not one single rock had rolled on the original undisturbed slope. Proper precautions were taken to eliminate such hazard by the construction of a heavy steel net fence before dragging operations were started. Before White Bros. Company defaulted, I suggested the installation of such a fence to prevent the rolling of rocks of which they were so fearful. No rocks have rolled against the fence to date.

Our cost records indicate that we are moving the material at an actual cost of 73 cents per yard, which is one cent per yard in excess of the White Bros. Company's bid. However, to this 73 cents must be added approximately six cents per yard to cover the cost of the various bond premiums.

Dr. Hodge, Geologist, disputes any of White Bros. Company's assertions with respect to a deep underground movement and advised us, at the time White Bros. Company expressed the desire to default, that the material could be sloped back without starting any major slide movement and, if carried on properly, without any danger of rock rolling down the slope onto the highway and the railroad.

It is my opinion that White Bros. Company's basic reason for their default is because they finally decided that their bid was too low. As you recall, the contractors were about $25,000 below the engineer's estimate for the project. It is my opinion that the contractors decided that they would lose more money than the amount of the bond if they continued the work, and that is probably true, but I am firmly of the opinion that the other assertion is merely a camouflage to cover the real reason for their default.

In view of the precedent of permitting the contractor to withdraw his bid without penalty, I would again recommend that you seek to recover the amount of the bid bond.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc: J. M. Devers
H. G. Smith
W. C. Williams

FORM E-30 30M 12-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21st, 1946

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith a further report from Mr. Williams in connection with the bid of White Bros. on the Oneonta Borrow Pit.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E-30 2SM 3-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 20, 1946

NOTED
H. G. SMITH

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith a report on matters pertaining to the sloping and removal of material from the Oneonta Borrow Pit.

At the time White Brothers indicated their intention of default on their contract, they advised me that they considered the work to be of a different character than they had anticipated at the time of bidding. Their statement was that at the time they inspected the job, it was their belief that the main object of the project was to secure 130,000 yards of material, and that the material could be secured in any manner they saw fit, and that sloping of the borrow area was of secondary importance. This assertion is apparently without any foundation of fact. Resident Engineer, Peterson, showed the contractors over the work, and he is firm in his statement that no such information was given to the contractors. I am quite certain that this is true, because Mr. Peterson aided in preparing the plans, and knew that sloping of the pit was the main object, and the removal of material was necessary only to the extent of taking care of the materials accumulated from sloping operations.

The contractor stated that to do the sloping as indicated by the plans was impossible. He stated he could not work a drag line on the slopes, and that rocks would roll on that portion of the slide previously undisturbed, so as to cause a hazard to traffic on both the highway and railway.

This contention has been proven in error, as the work is now being carried on by Berke Brothers in exactly the same manner as was planned at the time bids were asked. A drag line is working on the high slopes with satisfactory results. After three weeks of operation not one single rock has rolled on the original undisturbed slope. Precautions were taken, however, to eliminate such danger by the construction of a heavy steel net fence before dragging operations were started. There has been no rocks roll against the fence to date.

It is admitted that extreme care must be used in protection of workmen in the pit itself, as large rocks do come down into the pit with tremendous velocity. It has been found necessary to work the drag line and loading shovel on different shifts, as the shovel cannot operate in the pit when dragging operations are in progress, by reason of the bounding rocks.

Our cost records indicate that we are moving the material at an actual cost of 73 cents per yard, which is one cent per yard in excess of White Brothers' bid. However, to this 73 cents actual cost must be added an approximate six cents per yard to cover the cost of the various bond premiums.

It is my opinion that White Brothers were of the belief that they had made an error in estimating the work too low, and that it was this feature, and not the actual working of the slide that determined their action. There is no basis for relieving the contractors from forfeiture of their bond for any reason other than under estimation of the cost of performing the work. You will remember that the contractors were some $25,000.00 below the engineer's estimate for this project.

Yours very truly,

W. C. WILLIAMS
Division Engineer

WCW:w

RECEIVED
SEP 21 1946
OFFICE OF
CONSTRUCTION ENGINEER

FORM E-30 30M 12-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19th, 1946

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

In regard to Record of Assignment #4326, request of White Bros. that their bidder's bond be returned.

The bid of White Bros. was $0.72 per cubic yard; the Engineer's estimate was $0.95 per cubic yard; and it is my understanding that the cost to date under our agreement with Berke Bros. has been about $0.70 per cubic yard.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
SEP 20 1946
STATE HIGHWAY COMMISSION

RECORD OF ASSIGNMENT

DESCRIPTION: Letter from Devers regarding collecting ~~the~~ 4526 the bidder's bond from White Bros.

DATE: 9-16-46 ASSIGNED TO: E. G. Smith

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(Please prepare reply for my signature
X (Send me file of engineering reports including report of Dr. Hedge - so that I may have it with me. Also facts relating to our expenses thus far in removing slide.

REPORT RECEIVED:

REMARKS: 9/20/46

aj

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26-1072

September 13, 1946

White Bros. Co.
Third and Sumach Streets
Walla Walla, Washington

Gentlemen:

I am informed by the Highway Commission's Chief Counsel, Mr. J. M. Devers, that you desire to appear before the State Highway Commission at its next regular meeting on September 24 relative to your bid bond given in connection with your proposal to remove slide materials on the Oneonta Section of the Columbia River Highway.

The members of the Highway Commission will be pleased to grant you a hearing on this subject. The meeting date, as stated, is Tuesday, September 24, 1946, and the meeting place is in the auditorium on the third floor of the Public Service Building, Portland.

I have reserved 15 minutes for you starting at 11:15 a.m. to present the matter that you have in mind, which I trust is satisfactory.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:so
cc - Maryland Casualty Company
Mansfield & Company
302 Lewis Building
Portland 4, Oregon

Mr. J. M. Devers

15M 4-46

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
M. R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

AGENDA
SEP 23 1946

D

Sept. 12, 1946

Mr. H. B. Glaisyer

Office

Dear Mr. Glaisyer:

I have been trying, in response to instructions from the Commission, to collect from White Bros. the amount of their bidder's bond, given in connection with their removal of the slide on the Columbia River Highway, but so far, have failed. They now ask an opportunity to be heard by the Commission at its next meeting.

Will you please arrange to place this matter on the agenda for them, and notify them of the hour and day.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:FRC

cc- Mr. R. H. Baldock

11:15 am
Sept 24

D

2-45

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

August 31, 1946

White Bros. Company,
Third and Sumach Streets,
Walla Walla, Washington.

Gentlemen:

I acknowledge your letter of the twenty-seventh in which you disclose an unwillingness to pay the amount of your bid bond in connection with your bid for the removal of material along the Columbia River Highway.

In your letter you state "We trust your Board will reconsider its action". This subject has been before the Highway Commission on two or three occasions, on each of which the Commission instructed me to recover the amount of the bid bond, and I was instructed to institute litigation if necessary.

If you desire to be heard personally before the Commission or through your attorney, let me know and I will ask the Secretary to assign a date or an hour at the next meeting, which will be September twenty-third and twenty-fourth. I will defer commencing any action until I have heard from you.

Yours very truly,

J. M. DEVERS

JMD:PW

cc Maryland Casualty Company,
℅ Mansfield & Company,
302 Lewis Building,
Portland, Oregon.

H. B. Glaisyer

RECEIVED
FOR FILING
26-1112

Salem, Oregon
July 19, 1946

White Bros. Co. contract

Mr. J. M. Devers

In regard to your letter of July 15, regarding the White Bros. contract, it seems to me that the White Bros. Co., when they offered to do the work on a rental basis as set forth in their letter of July 12, have completely refuted their contention when they refused to execute the contract, that the work is impossible of performance. Resident Engineer Peterson went over the job on the ground with them before bids were received and Peterson states that the problem of sloping was talked about in accord with the plans, which refutes their statement that they were surprised to learn after bidding that the talus bank was to be sloped.

We have had the site examined by Dr. Hodge, the most outstanding authority on the geology of the Columbia River, and he states there is no deep underground movement. He also feels it is a very simple matter to slope the banks in accordance with the cross section which we proposed in our specifications.

I recommend that we proceed to collect on the bond.

R. H. Baldock

RHB:hi
cc Mr. H. G. Smith

FORM E-90 20M 2-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1946

SUBJECT:

To: Mr. R. H. Baldock,

Office.

Dear Mr. Baldock:

I received a few days ago from White Bros. Company three copies of the proposed state highway contract No. 2813. These were returned in response to my letter of July second. From each of these copies there has been detached, I presume by White Bros. Company, the last page of the contract and the bond form. I am holding these copies for use in the event of a lawsuit.

Some days ago a Mr. Anderson met me on the street and inquired on behalf of White Bros. concerning the forfeiture of the bond. I told him that was a matter left to the judgment and discretion of the Commission and I did not know whether the Commission would alter its decision or not. I suggested to him that if he wanted to bring the request formally before the Commission White Bros. should put the request in writing.

At the same time Anderson said he understood the Highway Commission was trying to get the work done with its own forces or by force account and he said that since White Bros. have all the equipment necessary, and I think he said still on the ground, they would like to confer with the Commission with respect to the job, but he said that the job is so extremely hazardous that he did not think any contractor would take it under contract obligation.

For your files I am enclosing a copy of the letter I received today.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:PW
Enc.

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C
O
P
Y

WHITE BROS. COMPANY

Third and Sumach Streets: Telephone 680

Walla Walla, Washington

July 12, 1946.

Oregon State Highway Commission
Salem, Oregon

Attention: J. M. Devers

Gentlemen:

In answer to your letter of July 2nd, and also your recent request to our Mr. Anderson, that we write a letter stating why we refused to execute the bond. Under date of June 13th we wrote the State Highway Commission (copy of the letter is enclosed), giving our reasons for not executing this contract. We feel that this letter covers our reasons as well as could be done in writing. However, if we had an opportunity to meet with you, we might possibly explain more fully and we hope, to your satisfaction.

The contracts were in the hands of the bonding company when we received your letter and we wrote them and asked that they return them to you; no doubt you have received them by this time.

Yours very truly,

WHITE BROS. COMPANY

OAW:AR

By O. A. White (signed)

P.S. We understand the Highway Department is contemplating moving this material themselves. We have available, suitable equipment including a 2½ yard Shovel, 12 yard Trucks and a Yarder with 4 or 8 yd. Cressent Buckey; also a large Tractor and Dozer. We would consider a rental deal on these.

WBC.

C
O
P
Y

June 13, 1946

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: Proposed contract #2813

Confirming my conversation with your engineer in charge, we have not and cannot execute proposed form of contract, above project.

In going over the work with your engineer prior to bidding, we obtained the impression that we would be permitted to make the excavation and removal of material in a manner by us suggested. We are now informed that the original slopes must remain "as is", which makes any operation, as contemplated by us in our prior examination utterly impracticable. It now developes that the entire terrian, including the slopes, has a deep underground movement and makes any performance of the work as proposed impossible of performance.

Inasmuch as the proposed contract cannot be performed as contemplated, we would appreciate the return of our bid bond.

Yours very truly

WHITE BROS. COMPANY

BY

O. A. White

RECEIVED
JUL [illegible] 1946
FOR FILING

26-1072

Salem, Oregon
July 18, 1946

Mr. H. G. Smith

Will you please prepare a letter to Devers for my signature and explain to him that Peterson, the Resident Engineer, called the attention of White Bros. to the sloping required and they had the plans, which specifically showed the sloping.

Also tell them that Dr. Hodge does not agree that there is deep underground movement but states that that is not true, and attach the Commission's minute entry ordering the bond to be forfeited.

R. H. Baldock

RHB:hl

(Letter 7-15-46 from Devers concerning copies of proposed cont. #2813 attached to original of this letter)

RECEIVED
JUN 19 1946
FOR FILING

26-1072

WHITE BROS. COMPANY

June 18, 1946

White Bros. Company,
Third and Sumach Streets,
Walla Walla, Washington.

Gentlemen:

This letter is in reply to your letter of the thirteenth addressed to the Oregon State Highway Commission with respect to "Proposed contract #2813".

Some days ago you advised me orally that you would not accept the award of the contract or execute the contract that was prepared and submitted to you. We accepted that information as final and the Commission authorized a readvertising of the job. Other bids are now being called for. In your letter of the thirteenth you give reasons why you cannot undertake the job, and you request that your bid bond be returned.

As I have stated, your notice to the effect that you would not accept the job or enter into the contract was deemed final and your proposal or bid bond is therefore deemed operative and the State will seek to recover the amount thereof.

We regret that you have elected to reject the job and have refused to enter into the construction contract.

Yours very truly,

R. H. Baldock
State Highway Engineer

RHB:PW
J.W

cc [illegible]
[illegible]

WHITE BROS. COMPANY

Distributors of International Trucks : Tractors : McCormick-Deering Farm Equipment

THIRD AND SUMACH STREETS: TELEPHONE 680

WALLA WALLA, WASHINGTON

June 13, 1946

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: Proposed contract #2813

Confirming my conversation with your engineer in charge, we have not and cannot execute proposed form of contract, above project.

In going over the work with your engineer prior to bidding, we obtained the impression that we would be permitted to make the excavation and removal of material in a manner by us suggested. We are now informed that the original slopes must remain "as is", which makes any operation, as contemplated by us in our prior examination utterly impracticable. It now developes that the entire terrain, including the slopes, has a deep underground movement and makes any performance of the work as proposed impossible of performance.

Inasmuch as the proposed contract cannot be performed as contemplated, we would appreciate the return of our bid bond.

Yours very truly

WHITE BROS. COMPANY

BY O. A. White
O. A. White

RECEIVED
JUN 1 [illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

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JUN 6 1946
FOR FILING

26-1072

June 5, 1946

Mr. O. A. White
Mansfield & Co.
Lewis Building
Portland 4, Oregon

Dear Mr. White:

Reference is made to your letter of May 27 in which you ask that the limited partners connected with the firm of White Bros. Company not be required to sign the contract agreement and bond in connection with the contract we recently awarded White Bros. Company covering the Oneonta Section of the Columbia River Highway, Multnomah County, State Highway Contract No. 2813.

I have discussed this matter with the Highway Commission's Chief Counsel, Mr. J. M. Devers, and I am informed by him that the limited partners cannot be relieved of this responsibility because the Company is prequalified on the basis of their limited partnership and for the further reason that the proposal submitted by White Bros. Company contains their names as being limited partners. It therefore will be necessary for all members of the partnership to sign the contract.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

ASSOCIATE
MEMBER
PORTLAND & SEATTLE
CHAPTERS

MANSFIELD & CO.

SURETY BONDS — GENERAL INSURANCE
LEWIS BUILDING
PORTLAND, OREGON

CHAS. A. MANSFIELD
Office Phone ATwater 0181
Res. Phone BEacon 2309
L. W. NEFF
Res. Phone GArfield 8278

May 27, 1946

H. B. Glaisyer, Sec etary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer: Re; Contract #2813 - Excavating and Shaping, Oneonta Section, Columbia River Highway, Multnomah County

I, the undersigned, am the general partner of the firm of White Bros. Company and the other members of the firm efe of limited interested in the partnership and there whereabouts on other business make it difficult to obtain the signatures to the contract above captioned.

Will you please substitute page 164 accordingly?

Yours very truly

O. A. White

O. A. WHITE

RECEIVED
MAY 28 1946
OREGON
STATE HIGHWAY COMMISSION

refer to [illegible]

ANSWERED
H. B. GLAISYER

RECEIVED
FOR FILING
26-1072

2813

May 29, 1946

White Brothers Company
Third & Sumach
Walla Walla, Washington

Gentlemen:

The State Industrial Accident Commission has advised us that your present company has not, as yet, accepted the Workman's Compensation Act of this State, and we respectfully call your attention to the fact that acceptance of this law is a requirement under the terms of your contract, No. 2813, in connection with the Oneonta Borrow Pit exxavation in Multnomah County, (article 6-12 page 15).

Will you kindly take the necessary steps to comply with the requirements of the State Industrial Accident Commission.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

HE:dr

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34-1072

May 23, 1946

White Bros. Company
3rd & Sumach
Walla Walla, Wn.

Gentlemen:

We are sending you today, by express, four copies of contract No. 2813 which was awarded to you by the State Highway Commission on May 16, 1946, covering excavating and shaping on the Oneonta Section of the Columbia River Highway in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer, Secretary

gl

F-320(2) Chiloquin O'Xing & Spring Cr. 1946
Br., The Dalles-California Hwy.
#2814

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FOR FILING

7-320 (2)

August 16, 1948

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Wash.

Gentlemen:

This to advise you that State Highway Contract No. 2814 covering Chiloquin Overcrossing and Spring Creek Bridge on The Dalles-California Highway, in Klamath County, has been completed by the contractor, Angelo A. Doveri, and that final payment in the amount of $2,678.21 will be made on or after August 26, 1948.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $47,313.58, and that no force account work was performed therein. This contract was completed on December 20, 1947 and accepted by the Highway Commission on August 9, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Karen Carter, Agent
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

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FORM E-30 25M 12-47

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2814

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1948

SUBJECT: Chiloquin Overcrossing
and Spring Creek Bridge,
Angelo A. Doveri, Contractor,
Contract No. 2814

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Final settlement of the contract for the Chiloquin Overcrossing and the Spring Creek Bridge on The Dalles-California Highway in Klamath County, Angelo A. Doveri, contractor, has not been made. There are two points on which we have not been able to reach agreement.

1. Reimbursement to State for Engineering Cost During Time Extension.

This contract was awarded to Mr. Doveri on May 31, 1946. The specified completion date was November 30, 1946, with a further requirement that the grading contractor be allowed to cross the structures by October 31, 1946. The work was not completed in the time allowed; in fact, the contractor did no work on the Spring Creek Bridge until April 1, 1947. The contractor worked with a small crew at the Chiloquin Overcrossing until December 5, 1946, when the weather became too cold for safe concreting. We then directed him to cease work until warmer weather in the spring. We granted the contractor a time extension without penalty until July 31, 1947. The work began again late in February of 1947 with a small and inefficient crew. A second extension was granted until September 30, 1947, subject to the contractor reimbursing the State for all engineering costs incurred after July 31, 1947. Again the work was not completed within the time extension granted, and a third extension was granted to December 20, 1947, again subject to the contractor reimbursing the State for engineering costs.

At no time during the work did the contractor have an adequate crew on the job. The road contractor was seriously inconvenienced by the delay of the bridge construction. The State's engineering costs were greatly increased.

I am attaching hereto a statement of engineering costs incurred after July 31, 1947. The total of these costs is $1,133.81. Of this amount $592.52 was incurred during the second extension and $541.29 during the third and final extension.

OP

This project was supposed to have been completed on November 30, 1946, which allowed 183 days for the work. The overrun in time to December 20, 1947 was 385 days. This is an overrun of 310 per cent. The total cost of the work was $47,159.66 before deducting engineering costs. The contractor took 1 year and 8 months to do the work.

This is a Federal Aid job and the Public Roads Administration concurred in the extension on the basis of engineering penalty being assessed against the contractor.

2. Claim for Additional Compensation for Maintenance of Traffic at Chiloquin Overcrossing.

The Chiloquin Overcrossing carries The Dalles-California Highway over the Chiloquin Secondary Highway. The location of the Chiloquin Secondary Highway was not changed although the grade was lowered about 4 feet. Our specifications provide that the grading contractor will make "the roadway excavations for the Chiloquin Highway at the overcrossing site," and this was done before Doveri started work. Our specifications do not specifically say that the Chiloquin Highway is to be kept open for traffic, but the fact that the road was there and in use is sufficient warning to bidders that traffic must be maintained.

The maintenance of traffic necessitated heavier falsework in the span over the roadway than would have been necessary otherwise. We have cost records on this heavier span. The cost to the contractor was $424.70. The remainder of his falsework using shorter spans cost him $10.03 per foot, which would make the cost of the 26-foot length over the roadway $260.78 had traffic not been carried. This is a difference of $163.92. I was willing to give Doveri the benefit of any doubt as to the meaning of the specifications and recommend an allowance of this $163.92. He refused to accept such a settlement and demands $1,500.00. He has not supported this claim in any way. Under a strict interpretation of the contract, I do not believe the contractor has any additional compensation due him, but as a settlement, I would still recommend that we pay him the difference in cost of $163.92.

We are still holding the retained percentages on this contract and sent Doveri a semi-final estimate reducing this retained percentage to 3 per cent. He returned this estimate unsigned and demanded a final without the deduction of engineering penalty and with the $1,500 claim. I am returning this semi-final with an explanation that this does not constitute a release and does not prevent him from discussing the matter further.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM
cc W. C. Williams
Attached

1M—5-41

C o p y

OREGON STATE HIGHWAY COMMISSION

STATEMENT OF ITEMS CHARGEABLE TO CONTRACTOR

(To Be Deducted From Contractor's Estimate)

Angelo A. Dovari
707 Washington Street
Klamath Falls, Oregon

Date January 29, 1948
Contract No. 2814
Prefix 18-1038

Chiloquin Overcrossing and Spring Creek Bridge
Contract 2814 (Brs. 6884 and 6886)

On the job engineering and inspection subsequent to July 31, 1947.

August	Salary, O. R. Kennen, Res. Engr., 1/8 hrs, 5/8, 7/8, 8/8, 11/8, 12/8, 14/8, 20/8, 21/8, 25/8, 29/8. Tot. 88 hrs. at 350/173 per hr.	177.76	
Sept.	Salary, O. R. Kennen, Res. Engr. 2/8 hrs, 4/4, 5/8, 9/8, 10/8, 11/8, 12/8, 15/8, 16/8, 17/8, 19/8, 22/8, 23/8, 24/8, 26/8, 29/8, 30/8. Tot. 132 hrs. at 350/173 per hr.	266.64	
Sept.	Salary, Ralph M. Gregory, Inspector 11/16 hrs., 15/12, 17/14 hrs. Tot. 42 hrs. at 210/173 per hr.	50.82	
Oct.	Salary, O. R. Kennen, Res. Engr. 1/8, 2/8, 4/8, 6/8, 8/4, 10/4, 13/8, 14/8, 15/8, 16/8, 17/4, 20/8, 21/8, 27/4, 29/8, 30/8. Total 112 hrs. at 350/173 per hr.	226.24	
Nov.	Salary, O. R. Kennen, Res. Engr. 4/4, 5/8, 6/8, 7/8, 10/8, 11/4, 12/8, 13/4, 17/4, 19/4, 20/4, 24/4, 25/4, 28/4. Total 76 hrs. at 350/173 per hr.	153.52	
Dec.	Salary, O. R. Kennen, Res. Engr. 1/4, Total 4 hrs. at 350/173 per hr.	8.08	
	Total Salaries		883.06
	Industrial Ins. at $.60 per $100 - 40%		3.18
	Vacation and Sick Leave at $4.60 per $100		40.62

Transfer of Charges

	Prefix	Function No.	Amount
Charge			
Credit			

(For Use of Salem Office Only)

Approved:

W. A. Reeves (Sgd)
Asst Staff ~~Resident~~ Engineer

Approved:

Division Engineer

IM—8-41

OREGON STATE HIGHWAY COMMISSIO...

STATEMENT OF ITEMS CHARGEABLE TO CONTRACTOR

C o p y

(To Be Deducted From Contractor's Estimate)

Angelo A. Doveri
707 Washington Street
Klamath Falls, Oregon

Date January 29, 1948

Contract No. 2814

Prefix 18-1038

August	Mileage, Chev. Sedan 1/70, 5/70, 8/70, 11/70, 12/70, 14/70, 20/70, 21/70, 25/70, 29/70. Total 700 Mi. at $.05	35.00	
Sept.	Mileage on Chev. Sedan 2/70, 4/70, 5/70, 9/70, 10/70, 11/80, 12/70 15/80, 16/70, 17/80, 19/70, 22/70, 23/70, 24/70, 26/70, 29/70, 30/70, Total 1,220 Mi. at $.05	61.00	
Oct.	Mileage on Chev. Sedan 1/70, 2/70, 4/80, 6/70, 8/70, 10/70, 13/70, 14/65, 15/70, 16/70, 17/70, 20/70, 21/70, 27/70, 29/70, 30/70. Total 1,125 Mi. at $.05	56.25	
Nov.	Mileage on Chev. Sedan 4/70, 5/70, 6/70, 7/70, 10/70, 11/70, 12/80, 13/70, 17/70, 19/70, 20/70, 24.70, 25/70, 28/70. Total 990 Mi. at $.05	49.50	
Dec.	Mileage on Chev. Sedan 1/70 at $.05	3.50	
	Total Mileage		205.25
Aug.	Rental K & E Transit 5/1, 8/1, 20/1, 21/1, 25/1. Total 5 Shifts at $.10 ea.	.50	
Sept.	Rental K & E Transit, 9/1, 10/1, 11/1, 15/1, 17/1, 23/1, 29/1, 30/1. Total 8 Shifts at $.10 ea.	.80	
Oct.	Rental K & E Transit, 4/1, 6/1, 20/1, Total 3 Shifts at $.10 ea.	.30	
Nov.	Rental K & E Transit 25/1 Total 1 Shift at $.10	.10	
	Total Transit Rental		1.70
	Total Bill		1,133.81

Transfer of Charges

	Prefix	Function No.	Amount
Charge			
Credit			

(For Use of Salem Office Only)

Approved:

Resident Engineer

Approved:

W. A. Reeves
Asst. Staff ~~Division~~ Engineer

RECEIVED
JUN 24 1948
FOR FILING

F320(2)

2814

4.5

Salem, Oregon
June 2, 1948

Mr. C. S. Paxson

This to advise you that on May 25 the Commission waived the time extension penalties on two State Highway contracts with Angelo Doveri, as follows:

Contract No. 2802, covering the Klamath Falls-U.S.R.S. Canal Section of the Klamath Falls-Lakeview Highway, in Klamath County.

Contract No. 2814, covering Chilequin Overcrossing and Spring Creek Bridge on The Dalles-California Highway, in Klamath County.

Penalties on the two above contracts were assessed at the April 19, 1948 Commission Meeting.

Secretary

gl

cc: M. H. Hawks
W. A. Reeves

RECEIVED
MAY 19 1948
FOR FILING

F-320(2)

May 18, 1948

Redman Insurance Agency
111 South 8th Street
Klamath Falls, Oregon

Attention: Mr. E. B. Redman
Agent

Dear Mr. Redman:

In your letter of May 17, 1948, you inquire as to the necessity of renewing the bond furnished by Angelo A. Doveri, contractor, for construction of the Chiloquin Overcrossing and Spring Creek Bridge on The Dalles-California Highway, in Klamath County, state highway contract No. 2814.

Inquiry reveals that this job was completed; however, it has not been formally accepted by the State Highway Commission, so the bond is still in full force and effect and cannot be released until six months have expired from the date the Commission formally accepts the job. This gives creditors, should there be any, six months' time within which to file their claims against the job pursuant to provisions of the statutes, a mimeographed copy of which I enclose for your ready information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MBG:ee
Enc.

REDMAN INSURANCE AGENCY
E. B. REDMAN
111 SOUTH 8TH STREET
KLAMATH FALLS, OREGON

May 17, 1948

State Highway Department
Salem, Oregon

Gentlemen:

Will you please advise at your earliest convenience whether it is necessary to renew the bond for Angelo A. Doveri on the Chiloquin Overcrossing and Spring Creek Bridge.

If this work has been completed, we will appreciate your notifying us, as the Company will not cancel the bond unless we have evidence of exoneration.

Thank you for your co-operation in this matter.

Yours very truly,

REDMAN INSURANCE AGENCY

E. B. Redman

E. B. Redman
Agent

lh

RECEIVED
MAY 18 1948
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

CAPITAL STOCK
Standard protection
COMPANY INSURANCE

RECEIVED
APR 29 1948
FOR FILING

F-320(2)

April 28, 1948

Mr. Angelo A. Dovari
707 Washington St.
Klamath Falls
Oregon

Dear Sir:

The State Highway Commission, at its meeting on April 19, 1948, had under discussion your request for an extension of time of 81 days, from October 1 to December 20, 1947, within which to complete your contract No. 2814 for the Chiloquin Overcrossing and Spring Creek Bridge on The Dalles-California Highway, in Klamath County.

You are advised that the Highway Commission granted your request with a penalty. The cost of field engineering from July 31 to December 20, 1947 is to be assessed against the contract. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

W. A. Reeves

NOTED ON CARD

4-28-48

RECEIVED
APR 12 1948
FOR FILING

F-320(2)

April 5, 1948

Request for Extension of Time
No. 6
April 19 and 20 meeting.

Oregon State Highway Commission

Gentlemen:

Herewith application for time extension for the completion of the Chiloquin Overcrossing and Spring Creek Bridge on The Dalles-California Highway in Klamath County, Contract No. 2814, Angelo Doveri, contractor.

This contract was previously extended to September 30, 1947. The contractor did not complete his work within this time, but finished on December 20, 1947. In our opinion, the delay was occasioned by the contractor's failure to properly organize his work, and we will recommend that the extension be granted subject to the contractor reimbursing the State for engineering costs during the period of extension.

A copy of the concurrence of the Public Roads Administration to this recommendation is attached hereto.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
OSP GM
cc H. B. Glaisyer
R. H. Baldock
W. C. Williams
G. S. Paxson

P

RECEIVED
APR 1
FOR FILING

MMISSIONERS
BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

F-320 (2)

March 26, 1948

NOTED
W. C. WILLIAMS

#426 W

Mr. T. M. Davis, District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Chiloquin Overcrossing and Spring
Creek Bridge, F. A. No. F-320 (2)

Reference is made to your letter of March 15 concerning the dates of the time extension on the Chiloquin Overcrossing and Spring Creek Bridge. In our letter of March 11, the date of the extension of time should have read to and including December 20, 1947.

Recommendations made in our letter of March 11 are not changed, and the extension which we are recommending is with the provision that the contractor reimburse the State for engineering costs incurred subsequent to July 31, 1947.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM
cc W. C. Williams

ASSIGNMENT No. 426
WCW

DESCRIPTION: Let. 3/15/48 from T.M.Davis, re extension of time for Angelo A. Doveri on F-320(2), Chiloquin Overcrossing and Spring Creek Br. on The Dalles-California Hwy.

DATE: 3/24/48 ASSIGNED TO: PAXSON

☐ Investigation and report to this office
☒ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ____________

☐ ______________________________

REPORT RECEIVED: 3-31-48.

REMARKS:

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

March 15, 1948.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Paxson's letter of March 11, 1948 requesting our concurrence in an extension of time to and including January 30, 1948 to Angelo A. Doveri, contractor on Oregon F-320(2), the Chiloquin Overcrossing and Spring Creek Bridge on the Mazama Junction-Lobert Section of The Dalles - California Highway.

By Mr. Paxson's letter of January 5, 1948 we were advised of the completion of this project on December 20, 1947. Before acting on the March 11, 1948 letter, we would appreciate advice as to the exact completion date of this contract.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

Copy to Paxson

RECEIVED
MAR 24 1948
OREGON STATE HIGHWAY COM

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[illegible]

w

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FOR FILING

F-320(2)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1947

SUBJECT:

To:

Mr. O. R. Kerman
Resident Bridge Engineer
P. O. Box 1090
Klamath Falls, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The contractors on the surfacing adjacent to the Spring Creek Bridge want to get their equipment across this structure at the earliest possible moment. We have advised them that the concrete will be sufficiently set to allow passage of their equipment by October 20th. In view of the fact that Mr. Dovari is so far over his contract completion date, we must insist that his work be so arranged that the road contractors may cross over the bridge on that date.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM
cc W. C. Williams
W. E. Chandler

RECEIVED
SEP 12 1947
FOR FILING
F320(2)

September 11, 1947

Mr. Angelo A. Doveri
707 Washington St.
Klamath Falls
Oregon

Dear Sir:

The State Highway Commission, at its meeting on August 26, 1947, had under discussion your request for an extension of time of sixty-one days, from July 31 to September 30, 1947, within which to complete your contract No. 2814 covering construction of the Chiloquin Overcrossing and Spring Creek Bridges on The Dalles-California Highway, in Klamath County.

I am pleased to inform you that the Commission granted your request subject, however, to the following penalty. You will be charged with the extra engineering expense incurred by the state subsequent to July 31, 1947, which is the date to which the Commission previously extended your time limit without penalty.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

cc: Wm. E. Chandler,
Division Engineer

NOTED ON CARD
9-11-47. gl

RECEIVED
JAN 10 1947
FOR FILING

F 320 (2)

January 9, 1947

Mr. Angelo A. Dovari
707 Washington St.
Klamath Falls
Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 30, 1946, had under discussion your request for an extension of time of 243 days, from November 30,1946 to July 31, 1947, within which to complete your contract No. 2814, for two concrete bridges, near Chiloquin, on The Dalles-California Highway, in Klamath County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:co/gl

cc: Wm. E. Chandler

RECEIVED
JUL 12 1946
FOR FILING

F-320(2)

AGENDA
JUN 25 1946

4.i

May 31, 1946

Mr. Angelo Dovari
707 Washington Street
Klamath Falls, Oregon

Dear Mr. Dovari:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the construction of two concrete bridges on The Dalles-California Highway near Chiloquin, in Klamath County. This award was based on your low bid of $49,960.50 submitted on May 16, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ss
Enc.

cc - Mr. S. H. Probert
Mr. G. S. Paxson
Goldie Lewis

get informed

S+C

File

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1207-

	CHECK
$	ACCOUNTING INFORMATION
S	
F	TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to.

3:40 p.m.
May 31, 1946

To Angelo Dovesi

Care of or Apt. No.

Street and No. 707 Washington Street

Place Klamath Falls, Oregon

State Highway Commission awarded you today contract for two bridges on The Dalles-California Highway near Chiloquin, Klamath County based on your low bid submitted May 16, 1946. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

GO
Charge

Sender's name and address
(For reference only)

Sender's telephone number

CONFIRMATION

ED
946
FILING

F 322-2

FEDERAL WORKS AGENCY
Public Roads Administration

Portland, Oregon
May 31, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

REYOURTEL WE HEREWITH CONCUR TODAY IN AWARD OF CONTRACT TO ANGELO A. DOVERI LOW BIDDER FOR SPRING CREEK BRIDGE AND CHILOQUIN OVERCROSSING OREGON F-302(2).

T. M. DAVIS

RECEIVED
JUN 1 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

#3814

Charge to the account of ______________________ $ ________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1206

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 29, 1946

MR. T. M. DAVIS
PUBLIC ROADS ADMINISTRATION
PORTLAND 8, OREGON

I AM ADVISED YOUR WASHINGTON OFFICE APPROVES OUR RECOMMENDATION FOR AWARD OF CONTRACT FOR THE SPRING CREEK BRIDGE AND CHILOQUIN OVERCROSSING ON THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY TO ANGELO A. DOVERI AT HIS LOW BID OF $49,960.50 SUBMITTED AT HIGHWAY COMMISSION MEETING MAY 16. MAY WE HAVE YOUR CONCURRENCE IN THIS AWARD.

R. H. BALDOCK

FILES ✓
AUDITOR
CONFIRMATION

RECEIVED
JUN 5 1946
FOR FILING

F 320-2

Division 8

May 31, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The following is quoted from a letter just received from our Western Headquarters.

"Referring to the design of the Spring Creek Bridge submitted with the supplemental P. S. and E. for Oregon F 320(2), Dalles-California Highway, we suggest that the ends of the wing walls be tied together by extending beam "D" and anchoring the 1-inch round bars into the walls."

Please furnish us five prints of the reduced size plans covering this revision.

Very truly yours,

T. M. DAVIS
District Engineer

NOTED
State Highway Engineer

Original sent to Paxson—

RECEIVED
JUN 5 1946
FOR FILING

F 320-2

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

May 29, 1946.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With regard to the two structures on Oregon Federal Aid Project F-320(2), Mazama Junction - Lobert Section, for which bids were received May 16, 1946, we are now prepared, upon request, to concur in award of contract to the low bidder.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
JUN 1 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 6 1946
FOR FILING

F320-2

June 3, 1946

Mr. Angelo A. Doveri
707 Washington Street
Klamath Falls, Oregon

Dear Mr. Doveri:

We are sending you today by express four copies of contract No. 2614, which was awarded to you by the State Highway Commission on May 31, 1946 covering the Chiloquin Overcrossing & Spring Creek Bridge on The Dalles-California Highway in Klamath County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 1.7.18, page 16 of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

ga

Sent by express 6-3-46
ga

Recorded

S-235(2) Unity Junction-Mill Gulch 1946
Sec., Baker-Unity Hwy.
#2815

RECEIVED
FOR FILING

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P.O.Box 3900
PORTLAND 8, OREGON

8-235 (2)

April 21, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon 8-235(2)
Unity Junction-Mill Gulch Section
Baker-Unity Highway

Dear Sir:

Enclosed herewith for your files is an executed copy of the modification of project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
APR 23 1949
OREGON
STATE HIGHWAY COMMISSION

Jom

Oregon Federal Aid Secondary Project No. S-235(2) WASpr 7287

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement made on July 9, 1947, by the Oregon State Highway Commission and the Commissioner of Public Roads, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Secondary Project No. S-235(2); and

WHEREAS, the said Highway Department has requested approval of a revision of the estimate to provide that the Federal funds approved and set aside to the credit of the project be increased from $152,200.00 to $162,600.00 (without change in the estimated cost);

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Commissioner that the estimate be revised in the manner above indicated and that the project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred sixty-two thousand, six hundred and 00/100 dollars ($162,600.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred sixty-two thousand, six hundred and 00/100 dollars ($162,600.00), which does not exceed the authorized Federal pro rata share of two hundred sixty-two thousand, two hundred eleven and 40/100 dollars ($262,211.40), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

OREGON REGI

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures on April 12, 1949.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

By ______________________
Member, State Highway Commission

By Chas H Reynolds
Member, State Highway Commission

OK

COMMISSIONER OF PUBLIC ROADS

By ______________________
Division Engineer
U. S. Public Roads Administration

Attest ______________________
SECRETARY

Oregon Federal Aid Secondary Project No. S-235(2).

IVED
FILING
-235(2)

February 24, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for modification of project agreement for the Unity Junction-Mill Gulch Section, Project No. S-235 (2).

In the Secondary Federal Aid Program approved August 13, 1948, the set up of funds for this project are, total cost $262,611.40, Federal funds $152,200.00 and it is our request the setup of Federal funds in the program be increased to $162,600.00 to conform with the amount we wish to request in the final voucher.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JM:CW

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-235 (2)

UNITY JUNCTION-MILL GULCH SECTION
OF THE BAKER-UNITY HIGHWAY IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 15, 1949

All Required		Clearing and Grubbing		$ 1,000.00
300	cu. yds.	Trench Excavation, Unclassified	$ 3.00	900.00
20,000	cu. yds.	General Excavation, Unclassified	0.40	8,000.00
10,000	yd. mi.	Truck Haul	0.20	2,000.00
21.05	miles	Finishing Roadbed and Slopes	100.00	2,105.00
120	lin. ft.	18" Concrete Pipe	3.10	372.00
60	lin. ft.	24" Concrete Pipe	4.50	270.00
40	lin. ft.	36" Concrete Pipe	8.50	340.00
35,800	cu. yds.	Selected Roadbed Topping	0.60	21,480.00
73,000	yd. mi.	Hauling Roadbed Topping	0.12	8,760.00
37,360	cu. yds.	4" - 2" Rock in Base	2.20	82,192.00
17,840	cu. yds.	3/4" - 0" Rock in Base	2.00	35,680.00
2,500	M-gal.	Sprinkling	3.00	7,500.00
21.05	miles	Preparation of Base	100.00	2,105.00
2,380	cu. yds.	3/4" - 0" Rock in Binder Course	2.75	6,545.00
8,300	cu. yds.	Furnishing and Placing Aggregates	2.75	22,825.00
390	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	33.00	12,870.00
450	tons	Furnishing and Placing 151-200 Asphalt	33.00	14,850.00
260	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	33.00	8,580.00
			Subtotal	$238,374.00
			10% Engr. & Cont.	23,837.40
			Total	$262,211.40

Length of Roadway 21.051 miles
Cost per mile $12,456.00

Federal Aid Secondary Funds- $162,600.00
State Funds- 99,611.40

$262,211.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
DEC 17 1948
FOR FILING

X-235 (2)

2815

December 16, 1948

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 4, Washington

Gentlemen:

This is to advise you that State Highway Contract No. 2815 for work on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway, in Baker County, has been completed by the contractor, Rogers Construction Co., and that final payment in the amount of $10,823.98 will be made on or after December 27, 1948.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $290,800.67, of which amount $2,278.56 represents force account items. This contract was completed on July 31, 1948 and accepted by the Commission on November 3, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - United Pacific Insurance Co.
Mrs. Karen Carter, Agent
627 Board of Trade Bldg.
Portland, Oregon (4)

VOTED O. C

12-16-48, gc

RECEIVED
SEP 21 1948
FOR FILING

S-235 (2)

2815

September 20, 1948

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on July 31, 1948 on Contract No. 2815, Unity Junction-Mill Gulch Section, in connection with Federal Aid Project No. S-235 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. G. Smith
Acting State Highway Engineer

DBP/gs

cc to C. H. Armstrong

[illegible]

[illegible], 19[illegible]

Mr. [illegible]
District Engineer
Public Roads Administration
Post Office Box [illegible]
Portland 8, Oregon

Dear Sir:

Enclosed for your consideration and approval are copies of Price Agreement No. 6, covering the changing of the source of material for selected roadbed topping to be placed between Mile Points 11.2 and 13.3 on the Unity Junction-[illegible] Section of the Baker-Unity Highway in Baker County, Contract No. [illegible], in connection with Federal Aid Project No. [illegible] (2).

The new gravel pit to be acquired by the contractor is [illegible]ed 0.3 mile south of Mile Point 14.[illegible] on the Baker-Unity High[illegible]. Material from this source has been approved by our Testing [illegible]ineer.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:ge

Encl.

RECEIVED
JAN 22 1948
FOR FILING

S-335 (2)

January 21, 1948

Rogers Construction Co.
Rte. 15, Box 231
Portland 16
Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 29, 1947, had under discussion your request for an extension of time of 244 days, from November 30, 1947 to July 31, 1948, within which to complete your contract No. 2815 for the Unity Junction-Hill Gulch Section of the Baker-Unity Highway in Baker County.

I am pleased to inform you that the Commission [illegible] your request without penalty; however, such action [illegible] based upon the recommendation of the State Highway Engineer and his report, which considered but did not necessarily adopt either or any of the reasons stated in your request.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Paul Van Scoy,
Division Engineer

NOTED ON CARD

RECEIVED
DEC 17 1947
FOR FILING

S-235 (2)

December 10, 1947

Oregon State Highway Commission

Gentlemen:

I hand you herewith a request of Rogers Construction Co. for an extension of time from November 30, 1947 to July 31, 1948 on their Contract No. 2815, Unity Junction-Mill Gulch Section, Baker-Unity Highway.

The quarry specified in the contract for use on this project proved unsatisfactory and the Contractor had to move his plant to another quarry. This resulted in the loss of one month's time which prevent the Contractor from completing the oiling during seasonal weather. The Contractor was requested to defer the completion of the oil mat surface treatment until favorable weather occurs next spring.

It is believed that the inability to complete the project within the time specified was not the fault of the Contractor and I recommend that the extension, as requested, be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW/ds

cc - W. C. Williams
H. G. Smith

RECEIVED
NOV 10 1947
FOR FILING
S-235(2)

November 7, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly consent to an extension of time on Contract No. 2815, Unity Junction-Mill Gulch Section of the Baker-Unity Highway, S 235 (2), from November 30, 1947 to July 31, 1948, to the Rogers Construction Company, contractors.

The quarry specified on this project proved unsatisfactory, and the contractor was forced to move to another quarry which resulted in loss of nearly a month's time and delayed his oiling until so late in the Fall that it was considered not feasible to permit him to complete the oiling on this section.

I would, therefore, recommend that this extension be granted without penalty.

Very truly yours,

W. G. Williams
Ass't State Highway Engineer

cc: H. G. Smith

Form E-1—5M—4-47

S-235(2)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 31, 1947

Section Unity Junction - Mill Gulch

Kind of work Grade Widening and Oiling

Highway Baker - Unity

Section prefix 1-1124

Contractor Rogers Construction Co.

Contract number 2815

Date of contract June 26, 1946

Date of completion November 30, 1947

Date work started November ~~21~~ 12, 1946

Estimated date of completion June 30, 1948

Amount of contract . . . . $ 266,465.00

Per cent of time elapsed 94.5 %

Estimated cost of completed project, exclusive of engineering . . . . $ 277,117.70

Per cent of contract completed, based on total contract price . . . . 85 %

Engineering cost to date, $ 16,200, 5.85 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Rush finished crushing at MP 17.2 on Thursday. This completes all crushing on this project. There will be no other work on this contract this winter.

John Walker and party of three men worked for E.G. Bickmore on the Dooley Mt. contract this week.

Mr. Paul Van Scoy over this job on Wednesday.

NOTED
I. G. SMITH

NOTED
E. A. PEASE

NOTED
RAY WEBBER

RECEIVED
1947

Signed Harold K. Rohrbaugh Res. Engr.

Address P.O. Box 51 Baker, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	21.24	21.24		21.24	
Miles partially completed					
Miles completed	"	"		15.4	
Total estimated quantities	22,000	39,500 Topping 55,600 C.R.	6,400	10,800	
Estimated quantities moved or placed to date	"	"	6,400	8,600	
Average daily quantities			--		
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		17			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors 1, Bulldozers 1, Sheep-foot rollers ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	Cold		
Wednesday	Showers	6	Shovel Repairs
Thursday	Fair		
Friday	Fair		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED
AUG 11 1947
FOR FILING

S-235(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
PORTLAND 8, OREGON

July 28, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-235(2)
Unity Junction-Mill
Gulch Sec. Baker Unity Hwy.

Dear Sir:

We are forwarding herewith for your files and executed copy of the above agreement.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

Encl.

RECEIVED
JUL 29 1947
OREGON
STATE HIGHWAY COMMISSION

946)

State OREGON WA8pr 7287

Federal Aid Secondary Project No. S-[illegible](2)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of July, 1947, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of January, 1946, a project statement, which was approved on the 9th day of May, 1946, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 18th day of June, 1946; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred fifty-two thousand, two hundred and 00/100 dollars ($[illegible]) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 84+96.4 in the SW 1/4, Section 5, T. 13 S., R. 37 E., W.M., and survey station 1118+00 in the NE 1/4, Section 29, T. 12 S., R. 40 E., W.M., except stations 244+90 - 245+94, 464+20 - 464+42, 730+00 - 730+43, 855+64 - 855+85, 994+50 - 994+75, and 1049+70 - 1050+39.

, length 21.051 miles, in Baker County, being Oregon Federal Aid Secondary project No. S-275(2), consisting of 21.051 miles of roadway and no bridges, none of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

RECEIVED
JUL 31 1947
DISTRICT

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred fifty-two thousand, two hundred and 00/100 dollars ($152,200.00), which does not exceed the authorized Federal pro rata share of two hundred sixty-two thousand, two hundred eleven and 40/100 dollars ($262,211.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 359, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 10—11570-2

RECEIVED
★ JUL 21 1947 ★
OREGON DISTRICT

RECEIVED
NOV 14 1947
FOR FILING
S-235(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

June 26, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence today in the award of contract for Oregon Federal Aid Secondary Project S-235(2), Unity Junction-Mill Gulch Section of the Baker-Unity Highway, to the Rogers Construction Company, Portland, Oregon, who submitted the low bid of $266,465.00.

Our concurrence is on the basis of not to exceed the program amount of Federal funds and no committment will be made for additional funds until and unless approved by the Division Engineer or Commissioner.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
JUN 29 1946
OREGON
STATE HIGHWAY COMMISSION

June 16, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement and six blue line prints of quantity summary sheet revised to show the quantities for the non-participating state work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

JWN:lh

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-235 (2)

UNITY JUNCTION-MILL GULCH SECTION
OF THE BAKER-UNITY HIGHWAY IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 17, 1947

All Required		Clearing and Grubbing		$ 1,000.00
300	cu. yds.	Trench Excavation, Unclassified	$ 3.00	900.00
20,000	cu. yds.	General Excavation, Unclassified	0.40	8,000.00
10,000	yd. mi.	Truck Haul	0.20	2,000.00
21.05	miles	Finishing Roadbed and Slopes	100.00	2,105.00
120	lin. ft.	18" Concrete Pipe	3.10	372.00
60	lin. ft.	24" Concrete Pipe	4.50	270.00
40	lin. ft.	36" Concrete Pipe	8.50	340.00
35,800	cu. yds.	Selected Roadbed Topping	0.60	21,480.00
73,000	yd. mi.	Hauling Roadbed Topping	0.12	8,760.00
37,360	cu. yds.	4" - 2" Rock in Base	2.20	82,192.00
17,840	cu. yds.	3/4" - 0" Rock in Base	2.00	35,680.00
2,500	M-gal.	Sprinkling	3.00	7,500.00
21.05	miles	Preparation of Base	100.00	2,105.00
2,380	cu. yds.	3/4" - 0" Rock in Binder Course	2.75	6,545.00
8,300	cu. yds.	Furnishing and Placing Aggregates	2.75	22,825.00
390	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	33.00	12,870.00
450	tons	Furnishing and Placing 151-200 Asphalt	33.00	14,850.00
260	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	33.00	8,580.00
			Subtotal	$238,374.00
			10% Engr. & Cont.	23,837.40
			Total	$262,211.40

Length of Roadway	21.051 miles
Cost per mile	$12,456.00

Federal Aid Secondary Funds- -	$152,200.00
State Funds- -	110,011.40
	$262,211.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

UNITY JUNCTION-MILL GULCH SECTION

PROJECT NO. S-235 (2)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 6, 1946

INA
REGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

June 12, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. S-235(2), Unity Junction - Mill Gulch Section of the Baker - Unity Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

So as to coincide with the final revised estimate, it is requested that revised plan sheet No. 2 be furnished us showing as nonparticipating the quantities involved in the north leg of the John Day Highway intersection wye.

Very truly yours,

T. M. DAVIS
District Engineer.

By: H A Stoddart
H. A. Stoddart
Sr. Highway Engineer.

RECEIVED
JUN 1 [illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

Division 8

June 12, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. S-235(2), Unity Junction - Mill Gulch Section of the Baker - Unity Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

So as to coincide with the final revised estimate, it is requested that revised plan sheet No. 2 be furnished us showing as non-participating the quantities involved in the north leg of the John Day Highway intersection wye.

Very truly yours,

T. M. DAVIS
District Engineer.

By:

H. A. Stoddart
Sr. Highway Engineer.

June 8, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the Unity Junction-Mill Gulch Section, Project No. S-235 (2), for which the P. S. & E. papers were delivered by messenger to your office yesterday.

No landscaping is contemplated on this project for the reason that the volume of traffic to be served by this road does not, in our opinion, warrant expenditure for beautification. Rainfall in the area is light and erosion difficulties such as might be overcome by seeding are not anticipated.

Six sets of reduced blue line prints are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Oregon State Highway Department

Federal Aid Secondary
Project No. S-235 (2)

UNITY JUNCTION-MILL GULCH SECTION

OF THE BAKER-UNITY HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 11, 1946

All Required		Clearing and Grubbing		$ 3,000.00
300	cu. yds.	Trench Excavation, Unclassified	$ 3.00	900.00
20,000	cu. yds.	General Excavation, Unclassified	0.50	10,000.00
10,000	yd. mi.	Truck Haul	0.15	1,500.00
21.24	miles	Finishing Roadbed and Slopes	350.00	7,434.00
120	lin. ft.	18" Concrete Pipe	3.00	360.00
60	lin. ft.	24" Concrete Pipe	4.00	240.00
40	lin. ft.	36" Concrete Pipe	7.00	280.00
35,800	cu. yds.	Selected Roadbed Topping	0.45	16,110.00
73,000	yd. mi.	Hauling Roadbed Topping	0.12	8,760.00
37,360	cu. yds.	4" - 2" Rock in Base	2.25	84,060.00
17,840	cu. yds.	3/4" - 0" Rock in Base	2.25	40,140.00
2,500	M-gals.	Sprinkling	2.00	5,000.00
21.05	miles	Preparation of Base	150.00	3,157.50
2,380	cu. yds.	3/4" - 0" Rock in Binder Course	3.25	7,735.00
8,300	cu. yds.	Furnishing and Placing Aggregate	3.25	26,975.00
390	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	34.00	13,260.00
450	tons	Furnishing and Placing 151-200 Asphalt	34.00	15,300.00
260	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	34.00	8,840.00
			Subtotal	$253,051.50
			10% Engr. & Cont.	25,305.15
			Total	$278,356.65

Length of Roadway 21.051 miles
Cost per mile $ 13,222.96

Federal Aid Secondary Funds- -	$161,450.00
State Funds- -	116,906.50
	$278,356.65

Oregon State Highway Department

Federal Aid Secondary
Project No. S-235 (2)

UNITY JUNCTION-MILL GULCH SECTION
OF THE BAKER-UNITY HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 6, 1946

	All Required		Clearing and Grubbing		$ 3,000.00	
	300	cu. yds.	Trench Excavation, Unclassified	$ 3.00	900.00	
	20,000	cu. yds.	General Excavation, Unclassified	.50	10,000.00	
	10,000	yd. mi.	Truck Haul	.15	1,500.00	
21.05	~~21.24~~	miles	Finishing Roadbed and Slopes	350.00	7,434.00	
	120	lin. ft.	18" Concrete Pipe	3.00	360.00	
	60	lin. ft.	24" Concrete Pipe	4.00	240.00	
	40	lin. ft.	36" Concrete Pipe	7.00	280.00	
	35,800	cu. yds.	Selected Roadbed Topping	.45	16,110.00	
	73,000	yd. mi.	Hauling Roadbed Topping	.12	8,760.00	
37360	~~37,700~~	cu. yds.	4" - 2" Rock in Base	2.25	~~84,825.00~~	84060.00
17840	~~18,000~~	cu. yds.	3/4" - 0" Rock in Base	2.25	~~40,500.00~~	40140.00
	2,500	M-gals.	Sprinkling	2.00	5,000.00	
21.05	~~21.24~~	miles	Preparation of Base	150.00	~~3,186.00~~	3157.50
2380	~~2,400~~	cu. yds.	3/4" - 0" Rock in Binder Course	3.25	~~7,800.00~~	7735.00
8300	~~8,400~~	cu. yds.	Furnishing and Placing Aggregate	3.25	~~27,300.00~~	26975.00
390	~~400~~	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	34.00	~~13,600.00~~	13260.00
450	~~460~~	tons	Furnishing and Placing 151-200 Asphalt	34.00	~~15,640.00~~	15300.00
	260	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	34.00	8,840.00	
			Subtotal		~~$255,275.00~~	253051.50
			10% Engr. & Cont.		~~25,527.50~~	25305.15
			Total		~~$280,802.50~~	278356.65

Length of Roadway	~~21.237~~ miles	21.051
Cost per mile	$ ~~13,222.32~~	13222.96

Federal Aid Secondary Funds- -	~~$162,890.00~~	161450.00
State Funds- -	~~117,912.50~~	116906.50
	~~$280,802.50~~	278356.65

RECEIVED
JUN 23 1947
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
[redacted]
PORTLAND 8, OREGON

June 20, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon ~~S-235(2)~~
Unity Junction-Mill Gulch Section
Baker-Unity Highway.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, specifications and plans.

Very truly yours,

W. H. LYNCH
Division Engineer

By:
R. E. Andrews
Principal Highway Engineer

Encls.

RECEIVED
JUN 23 1947
OREGON
STATE HIGHWAY COMMISSION

Jm

RECEIVED
JAN 28
FOR FILING

S-235(2)

January 25, 1947

Mr. T. R. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are five copies of Drawing No. [illegible], Details of Standard Structures, to accompany Price Agreement No. 2 covering the construction of two standard catch basins in Hereford on Federal Aid Secondary Project No. S-235 (2), as requested in your letter dated January 23, 1947.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]

Encl.

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

January 23, 1947.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Price Agreement No. 2 covering the construction of two standard catch basins in Hereford on Oregon Federal Aid Secondary Project No. S-235(2). It will be necessary that we have plans to accompany this price agreement and will you therefore please send us five copies of Drawing No. 2050, which we believe is the one showing standards for catch basins.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
JAN 25 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 1 1946
FOR FILING

S-285-1 (2)

June 29, 1946

Rogers Construction Co.,
Rte.15, Box 231
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies each of the following contracts which were awarded to you by the State Highway Commission on June 26, 1946:

Contract No. 2815, covering grade widening oil mat surfacing on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway in Baker County.

Contract No. 2816, covering surfacing and oiling on the Unity Junction-Ironside Section of the John Day Highway, Baker and Malheur Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent exp., 6-29-46
Recorded

RECEIVED
1 1946
FOR FILING

S 235-2

xxxxxxxxxxxx
Division 8

June 28, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. DeSouza's letter of June 21st, making inquiry as to what action has been taken regarding the State's application for material sites for use on the Unity-Junction-Mill Gulch Section, Oregon Project S-235(2), for which bids were opened June 26th.

Your application was received here May 9th and transmitted to our Western Headquarters May 13th. On May 15th, these papers were forwarded by Western Headquarters to Washington and then by Washington to the General Land Office May 31st.

We wired our Washington Office for early action toward approving this request and have received wire advice that the Department of Interior cannot take final action pending reports from other interested agencies, such as the Geological Survey. However, every endeavor is being made to expedite approval.

May we suggest that where action involving several agencies, such as is required for material sites or right-of-way through public lands, that presentation be made in sufficient time in advance of proposed bid openings to insure the securing of such property.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUN 29 1946
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

RECEIVED
JUN 17
FOR FILING

S 235-2

June 8, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the Unity Junction-Mill Gulch Section, Project No. S-235 (2), for which the P. S. & E. papers were delivered by messenger to your office yesterday.

No landscaping is contemplated on this project for the reason that the volume of traffic to be served by this road does not, in our opinion, warrant expenditure for beautification. Rainfall in the area is light and erosion difficulties such as might be overcome by seeding are not anticipated.

Six sets of reduced blue line prints are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

RECEIVED
JUN 13 1946
FOR FILING

S 235-2

June 8, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

With reference to existing bridges on the Unity Junction-Mill Gulch Section, Project S 235 (2), we give you assurance that those bridges having widths less than 21 feet will be widened to 23 feet or more as soon as the material situation has eased to an extent making such widening practicable and justifiable.

In this connection, we advise that all of the existing bridges are of untreated timber type and that none have a width less than 19 feet. Required raising of decks to meet the grades of the new surfacing will be done by State forces as the surfacing construction progresses.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

RECEIVED
JUN 14 1946
FOR FILING

S 235-2

June 8, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

With reference to existing bridges on the Unity Junction-Mill Gulch Section, Project S 235 (2), we give you assurance that those bridges having widths less than 21 feet will be widened to 23 feet or more as soon as the material situation has eased to an extent making such widening practicable and justifiable.

In this connection, we advise that all of the existing bridges are of untreated timber type and that none have a width less than 19 feet. Required raising of decks to meet the grades of the new surfacing will be done by State forces as the surfacing construction progresses.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

F-116(3) Unity Jct.-Ironside Sec., 1946
John Day Hwy.
#2816

RECEIVED
DEC 16 1948
FOR FILING

7116 (2)

2816

December 15, 1948

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 4, Washington

Gentlemen:

This is to advise you that State Highway Contract No. 2816 for work on the Unity Junction-Ironside Section of the John Day Highway, in Baker and Malheur Counties, has been completed by the contractor, Rogers Construction Co., and that final payment in the amount of $21,925.65 will be made on or after December 27, 1948.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $347,630.95 and that no force account work was performed therein. This contract was completed on September 7, 1948 and accepted by the Commission on November 3, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

NOTED ON CARD

cc - United Pacific Insurance Co.
Mrs. Karen Carter, Agent
627 Board of Trade Bldg.
Portland 4, Oregon

RECEIVED
SEP 21 1948
FOR FILING

F-116 (3)

2816

September 20, 1948

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on September 7, 1948 on Contract No. 2816, Unity Junction-Ironside Section, in connection with Federal Aid Project No. F-116 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. G. Smith
Acting State Highway Engineer

DBP/gs

cc to C. H. Armstrong

RECEIVED
SEP 29 1948
FOR FILING

7-116(3)

2816

September 29, 1948

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Wash.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Rogers Construction Company, on contract No. 2816, for Unity Junction-Ironside Section of the John Day Highway in Baker and Malheur Counties. This payment, in the amount of $120,556.93, will be made on or after October 9, 1948. The retained percentage is $10,073.36.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Mrs. Kamen Carter, Agent
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
9-29-48 gl

RECEIVED
SEP - 1 1948
FOR FILING

7116-(3)

2816

August 31, 1948

Rogers Construction Co.
Rte. 15, Box 231
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 9, 1948, had under discussion your request for an extension of time of 46 days, from July 31 to September 15, 1948, within which to complete your contract No. 2816 for the Unity Junction-Ironside Section of the John Day Highway, in Baker and Malheur Counties.

I am pleased to inform you that the Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: E. F. Chidsey,
Division Engineer

H. G. Smith

NOTED ON CARD

8-31-48

6.A

Form E-1—5M—4-47

7-116(3)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 27 1948, 19

Section Unity Jct-Ironside

Highway John Day

Contractor Rogers Construction Co.

Date of contract June, 1946

Date work started Nov. 15 1946, 19

Amount of contract $ 309,605.00

Kind of work Surfacing & Oiling

Section prefix 1-1010

Contract number 2816

Date of completion November, 1947

Estimated date of completion Aug 31, 1948, 19

Per cent of time elapsed 100/ %

Estimated cost of completed project, exclusive of engineering $ 344,349.00

Per cent of contract completed, based on total contract price 95 %

Engineering cost to date, $, %

Date project was completed 9-7-48, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor has completed placing the 1"-0 and the 4"-2" base rock material over the entire project.

m The oiling operations have progressed as rapidly as is possible. To date the binder course has been placed on the entire project. The oil mat placed on all except the 5 mile section between M.P. 224 and 229. Final seal completed from Unity to MpP. 224.

The project will be completed by the end of next week.

RECEIVED
[illegible] 30 1948
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E. M. [illegible]TH

Signed E. G. Bickmore

Address Baker, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				20.65	
Miles partially completed				20.65	
Miles completed				9.5	
Total estimated quantities	2400	92,000	9,200	16,000	
Estimated quantities moved or placed to date	2400	92,000	9,200	12,000	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 3, Rollers 6, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., Loaders 2 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
[illegible]
FOR FILING

F-116(3)

August 27, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Mr. Davis:

It now appears that the oiling of the Unity Junction-Ironside Section of the John Day Highway, Ore. F-116(3), will be oiled during the month of September.

Owing to the lateness of the season, we do not consider it advisable to use RC-3 in the seal coat and we respectfully request approval for the use of 151-200 asphalt in the seal coat in lieu of RC-3. On this job the price of asphalt and RC-3 is the same, being $33.00 per ton.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW/de

RECEIVED
AUG 4 - 1948
FOR FILING

7-116 (3)

2816

August 3, 1948

Request for extension of time
No. 10
August 9 and 10 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Rogers Construction Company for an extension of time on Contract No. 2816, Unity Junction-Ironside Section of the John Day Highway, from July 31, 1948 to September 15, 1948.

Due to lateness of spring breakup, and also to urgent commitments to the Highway Commission for the completion of the East Diamond Lake Junction-Lobert Section of The Dalles-California Highway, the contractor was unable to start operations on this project as early as originally planned.

The contractor has been very cooperative in pressing other projects to completion, and I would recommend that this extension be granted without penalty.

Mr. T. N. Davis, of the Public Roads Administration, concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams
H. G. Smith

RECEIVED
AUG 2 - 1948
FOR FILING

F-116 (3)

July 30, 1948

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2816, Unity Junction-Ironside Section of the John Day Highway, F-116 (3), from July 31, 1948, to September 15, 1948, to Rogers Construction Company, Contractors.

Due to lateness of Spring breakup, and also to urgent commitments to the Highway Commission for the completion of the East Diamond Lake Junction-Lobert Section of The Dalles-California Highway, they were unable to start their operations as soon as anticipated. The contractor has been very cooperative in pressing other projects to completion at our request, and I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

cc: H. G. Smith

RECEIVED
JAN 22 1948
FOR FILING

F-116 (2)

January 21, 1948

Rogers Construction Co.
Rte. 15, Box 231
Portland 16
Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 29, 1947, had under discussion your request for an extension of time of 244 days, from November 30, 1947 to July 31, 1948, within which to complete your contract No. 2816, covering the Unity Junction-Ironside Section of the John Day Highway in Baker and Malheur Counties.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was based upon the recommendation of the State Highway Engineer and his report, which considered but did not necessarily adopt either or any of the reasons stated in your request.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Paul Van Scoy,
Division Engineer

NOTED ON CARD

1-21-48

RECEIVED
DEC 17 1947
FOR FILING

F-116 (3)

December 16, 1947

Oregon State Highway Commission

Gentlemen:

I hand you herewith a copy of a request of the Hagers Construction Co. for an extension of time from November 30, 1947 to July 31, 1948 on Contract No. 2816, Unity Junction-Ironside Section of the John Day Highway.

The Contractor was greatly delayed on another project he had, the Davies-North Plains Section, through the inability of the grading contractor to finish the grading so that the Hagers Construction Co. could place the surfacing materials. If the grading contractor on the Davies-North Plains Section had completed his work within the anticipated time, the crushing contractor's plant would have finished by June and been immediately available to move to Unity in time to complete the Unity-Ironside Section on time.

It is my belief that inability to complete the Unity-Ironside Section on time was beyond the Contractor's control and I recommend that his request for an extension of time be granted as requested, without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW/ds

cc - W. C. Williams
H. G. Smith

FORM E-30 25M 7-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17th, 1947

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I recommend the extension of time without penalty for the Rogers Construction Company on Contract No. 2816, Unity Junction-Ironside Section of the John Day Highway.

The contractor was greatly delayed on another job, the Davies-North Plains Section, through the inability of the grading contractor to complete on time. He moved on that job and crushed and stockpiled during the winter months all the material which could be stockpiled on the available ground. If the grading contractor had finished in the anticipated time his crushing plant would have finished by June and been immediately moved to Unity in time to have completed the Unity-Ironside Section.

As it is the contractor anticipates organizing a special surfacing crew and stockpiling all the rock on this and other jobs during the winter months so that the surfacing crew will do nothing but place surfacing. In this manner he expects to cut the cost of operation and have a more skilled crew for the placing of the keyed macadam. I feel that since the contractor has bid very low on several jobs it is to the interest of the State that he be successful in working out his scheme to make a profit on these jobs.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
NOV 10 1947
FOR FILING
F-116 (3)

November 7, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2816, Unity Junction-Ironside Section of the John Day Highway, F-116 (3), from December 1, 1947 to July 31, 1948, to Rogers Construction Company, contractors.

The contractor was greatly delayed on another job, the Davies-North Plains Section, through the inability of the grading contractor to complete on time. He was unable to move his crushing plant to Unity in time to complete the surfacing and oiling before the seasonal rains started. He anticipates having all surfacing and oiling rock prepared so that the oiling may be started at the earliest possible moment next Spring.

I would recommend the granting of this extension without penalty.

Very truly yours,

W. C. Williams
Ass't State Highway Engineer

cc: H. O. Smith

RECEIVED
OCT 30 1947
FOR FILING

F-116(3)

October 29, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2516, Unity Junction-Ironside Section of the John Day Highway, F-116 (3) from December 1, 1947, to July 31, 1948, to Rogers Construction Company, contractors.

The contractor was greatly delayed on another job, the Davies-North Plains Section, through the inability of the grading contractor to complete on time. He moved on that job and crushed and stockpiled during the winter months all the material which could be stockpiled on the available ground. If the grading contractor had finished in the anticipated time his crushing plant would have finished by June and moved to Unity in time to complete this section. The contractor will have the crushing completed within the time limit, but due to the lateness of the season will be unable to do the oiling until the following spring.

I would recommend the granting of this extension without penalty.

Very truly yours,

W. C. Williams
Ass't State Highway Engineer

cc: H. G. Smith

RECEIVED
AUG 26 1947
FOR FILING

F-116 (3)

August 22, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 3 covering the furnishing and placing of Roadbed Topping between Mile Point 213.52 and 217.00 and 1" - 0" Crushed Rock Leveling Course between Mile Point 217.00 to 234.00, on sections not already included in the contract, on the Unity Junction-Ironside Section of the John Day Highway in Baker County, Contract No. 2816, in connection with Federal Aid Project No. F-116 (3).

This work is necessary to strengthen the base for increased and heavier traffic. Previous correspondence and discussions regarding this work have been had with Mr. T. M. Davis.

Very truly yours,

W. C. Williams
Ass't. State Highway Engineer

DHP:[illegible]

Encl.

RECEIVED
MAY 13 1947
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~[illegible]~~
Division 8

MONTANA
~~OREGON~~
~~WASHINGTON~~

POST OFFICE BUILDING
PORTLAND 8, OREG.

F-116 (3)

January 2, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-116(3)
Unity Junction-Ironside Section
John Day Highway

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement and certificate for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
JAN 6 1947
OREGON
STATE HIGHWAY COMMISSION

Form P. R. 2

te Oregon WA8pr 7165

Federal Aid Project No. F-116(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of December, 1946

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 11th day of January, 1925, a project statement, which was approved on the 7th day of March, 1925, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 13th day of June 1946; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of One hundred eighty-one thousand nine hundred seventy and 00/100 dollars ($181,970.00) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1937; Chap. 11, Laws 1920; Chap. 329, Laws 1930 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 409+66 in the SW 1/4 Sec. 5, T-13-S, R-37-E, W.M. and survey station 900+00 in the NE 1/4 Section 28, T-14-S, R-39-E, W.M., except Sta. 820+00-820+23, 552+20-553+19, 505+18-505+99, 803+50-804+07, 826+00-827+03, 833+60-834+21, 969+42-969+99, and 973+97-974+20.

, length 10.652 miles, in Baker and Malheur County, being ~~Section~~ of Oregon Federal Aid project No. F-116(3), consisting of 10.652 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

16—11379 GPO

RECEIVED
DEC 16
DIVISION

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives.

(b) Wherever in the printed language of this agreement the terms "Federal Works Administrator" and "Administrator" appear, they shall be construed to have the same meaning and effect as the terms "Commissioner of Public Roads, Public Roads Administration, Federal Works Agency" and "Commissioner", respectively, to conform to the provisions of the Federal-Aid Highway Act of 1944 and the regulations issued pursuant thereto.

16—11870-1

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~[illegible]~~ .... ~~[illegible]~~said project shall not in any event exceed the sum of ...one hundred eighty-one thousand nine hundred seventy and 00/100 dollars ($ 181,970.00......), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Three hundred thirteen thousand seven hundred twenty-five and 50/100 dollars ($ 313,725.50.....), the approved total estimated cost of ~~[illegible]~~ .... ~~[illegible]~~said project.

PAYMENTS

ARTICLE V. (As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment ~~to~~ ....

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State ~~to~~ receive public funds of the State of .... Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .... (Include reference to statute authorizing

Chap 529, laws 1939
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the 2nd day of January, 1947

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T. H. Banfield
Chairman, State Highway Commission
(Title of officer)

By A. W. Schaupp
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Secretary
(Title of officer)

By
(Title of officer)

~~[illegible]~~
COMMISSIONER OF PUBLIC ROADS
By
~~[illegible]~~
Acting Division Engineer
U.S. Public Roads Administration

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. F-116(3) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 313,725.50 as the total estimated cost of said project, and the sum of $ 181,970.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of ~~Washington~~ Portland, Oregon this 2nd day of January one thousand nine hundred and forty-seven.

COMMISSIONER OF PUBLIC ROADS

By F. C. Cronahan
~~Acting Commissioner of Public Roads~~
Acting Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—10139

Jm

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
DEC 9 1946
FOR FILING

F-116 (3)

December 5, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-116(3)
Unity Junction-Ironside
Section, John Day Hwy.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications and plans.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Canfield
L. J. Canfield
Principal Highway Engineer

Encls.

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OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

F116 (3)

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

November 8, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Herewith for your information and record is copy of Form PR-9, indicating approval of minor 1947 Federal Aid Program change in the case of Item 2, Project F-116(3), Unity to Ironside.

The form, prepared in this office, adjusts the Federal Aid to conform to project agreement estimate recently submitted by you.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Encl:

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NOV 9 1946
OREGON
STATE HIGHWAY COMMISSION

Jem

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION - PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE November 9, 1946
(Date)

The following ~~major~~ minor program change of the individual project is requested:

Oregon
(State)

1947 F.Y. Federal Aid Highway Program
(previous Program)

June 13, 1946
(Date of Approval)

COUNTY Baker and Malheur

FA or FAS Route No. ______

	Item No.	Project No.	Termini	Class of Work	Project Cost: Total Cost	Project Cost: Federal Funds	Project Cost: State Funds	Length Miles	Character of Proposed Work
Item as new Programmed	2	F-116(3)	2 mi. west of Unity to Ironside	Survey-Plans					
				Right-of-Way					
				Construction	310,000	180,000	130,000		
				Total	310,000	180,000	130,000	20.7	2-lane intermediate-type surfacing
Requested Revision	2	F-116(3)	Same	Survey-Plans					
				Right-of-Way					
				Construction	311,000	178,970	132,030		
				Total	311,000	178,970	132,030	20.632	Same

Program Balance subsequent to approval of this and previously recommended changes is: $ [illegible]

Reason for Change:

To adjust Federal Aid to conform to estimate based on low bid contract prices.

Recommended for approval T. H. Davis November 5, 1946
District Engineer (date)

Approved
~~Recommended~~: W. E. Lynch, November 6, 1946
Division Engineer (date)

Approved: [illegible]
Division Engineer.
(date)

P-3868

RECEIVED
OCT 30 1946
FOR FILING

F-116-3

October 25, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of October 16, 1946 concerning the point at which the Unity Junction-Ironside Section, Project No. F-116 (3), crosses the Baker-Malheur County line.

The apparent discrepancy mentioned in your letter is the result of the county line being moved subsequent to the original construction on the project and the county line as shown on the plans for that work is now incorrect.

Accordingly we are sending, under separate cover, six blue print copies of sheet number 21 of those plans, which sheet has been revised to show the county line crossing at its present location.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:EM

RECEIVED
OCT 28 1946
FOR FILING

F-116-3

October 25, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of October 16, 1946 concerning the point at which the Unity Junction-Ironside Section, Project No. F-116 (3), crosses the Baker-Malheur County line.

The apparent discrepancy mentioned in your letter is the result of the county line being moved subsequent to the original construction on the project and the county line as shown on the plans for that work is now incorrect.

Accordingly we are sending, under separate cover, six blue print copies of sheet number 21 of those plans, which sheet has been revised to show the county line crossing at its present location.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:SM

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

October 16, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

When we attempted to establish the lengths of the portions of Oregon Project No. F-116(3), Unity Junction - Ironside within each county by referring to the plans for Oregon Federal Aid Project No. 116-A, we found the county line to be about Sta. 565+04. This, however, does not agree with the title sheet for Oregon Project No. F-116(3), which indicates the county line as about Sta. 540+.

Will you please advise us of the correct stationing of the county line and the length of the portions of Project F-116(3) within each county.

Preparation of the project agreement must be delayed pending the receipt of this information.

Very truly yours,

T. M. DAVIS
District Engineer

H A Stoddart
By H. A. STODDART
Senior Highway Engineer

RECEIVED
OCT 17 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 3 1947
FOR FILING

F-116 (3)

September 26, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Unity Junction-Ironside Section, Project No. F-116 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWE:JF
Encl.

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OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

June 26, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence today in the award of contract for Oregon Federal Aid Project F-116(3), the Unity Junction-Ironside Section of the John Day Highway, to the Rogers Construction Company, Portland, Oregon, who submitted the low bid of $309,605.00.

Our concurrence is on the basis of not to exceed the program amount of Federal funds and no committment will be made for additional funds until and unless approved by the Division Engineer or Commissioner.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
JUN 29 1946
OREGON
STATE HIGHWAY COMMISSION

June 14, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of special provision page number 15 for the Unity Junction-Ironside Section, Project No. F-116 (2), which page has been corrected to show the location of the stockpile at Site D on the westerly side of the highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

June 8, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the Unity Junction-Ironside Section, Project No. F-116 (3), for which P. S. & E. papers were delivered by messenger to your office yesterday.

No landscaping work is contemplated on this project for the reason the nature of the terrain traversed and the volume of traffic served does not, in our opinion, warrant an expenditure for beautification and climatic conditions are such that seeding to prevent erosion difficulties is not necessary.

Six sets of reduced blue line plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWH:GS

Oregon State Highway Department

Federal Aid Project
No. F-116 (3)

UNITY JUNCTION-IRONSIDE SECTION OF THE JOHN DAY HIGHWAY IN BAKER AND MALHEUR COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1946

20' Roadway (Sta. 1409+60 to 1515+00)
(Sta. 23+00 to 974+20)

12,800	cu. yds.	1" - 0" Crushed Rock in Leveling Course	$ 2.20	$ 28,160.00
44,000	cu. yds.	4" - 2" Rock in Base	2.10	92,400.00
25,370	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.00	50,740.00
2,400	M-gals.	Sprinkling	3.00	7,200.00
19.94	miles	Preparation of Base	100.00	1,994.00
2,200	cu. yds.	3/4" - 0" Rock in Binder Course	2.90	6,380.00
13,100	cu. yds.	Furnishing and Placing Aggregates	2.90	37,990.00
372	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	33.00	12,276.00
870	tons	Furnishing and Placing 151-200 Asphalt	33.00	28,710.00
248	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	33.00	8,184.00
			Subtotal	$274,034.00
			10% Engr. & Cont.	27,403.40
			Total	$301,437.40

Length of Roadway	19.946 miles
Cost per mile	$15,112.67

26' Roadway (Sta. 1515+00 to 1523+51 = 0+00 to 23+00)
(Sta. 974+20 to 980+00)

2,000	cu. yds.	4" - 2" Rock in Base	$ 2.10	$ 4,200.00
1,130	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.00	2,260.00
100	M-gals.	Sprinkling	3.00	300.00
0.71	mile	Preparation of Base	100.00	71.00
100	cu. yds.	3/4" - 0" Rock in Binder Course	2.90	290.00
600	cu. yds.	Furnishing and Placing Aggregates	2.90	1,740.00
18	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	33.00	594.00
40	tons	Furnishing and Placing 151-200 Asphalt	33.00	1,320.00

12 tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	$ 33.00	$ 396.00
		Subtotal	$11,171.00
		10% Engr. & Cont.	1,117.10
		Total	$12,288.10
	Length of Roadway	0.706 mile	
	Cost per mile	$17,405.24	

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
20' Roadway	$301,437.40	$174,843.00	$126,594.40
26' Roadway	12,288.10	7,127.00	5,161.10
	$313,725.50	$181,970.00	$131,755.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. F-116 (3)

UNITY JUNCTION-IRONSIDE SECTION OF THE JOHN DAY HIGHWAY IN BAKER AND MALHEUR COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 6, 1946

20' Roadway (Sta. 1409+60 to 1515+00)
(Sta. 23+00 to 974+20)

12,800	cu. yds.	1" - 0" Crushed Rock in Leveling Course	$ 2.00	$ 25,600.00
44,000	cu. yds.	4" - 2" Rock in Base	2.00	88,000.00
25,370	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.00	50,740.00
2,400	M-gals.	Sprinkling	2.00	4,800.00
19.94	miles	Preparation of Base	150.00	2,991.00
2,200	cu. yds.	3/4" - 0" Rock in Binder Course	3.00	6,600.00
13,100	cu. yds.	Furnishing and Placing Aggregates	3.00	39,300.00
372	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	33.00	12,276.00
870	tons	Furnishing and Placing 151-200 Asphalt	33.00	28,710.00
248	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	33.00	8,184.00
			Subtotal	$267,201.00
			10% Engr. & Cont.	26,720.10
			Total	$293,921.10

Length of Roadway	19.946 miles
Cost per mile	$14,735.84

26' Roadway (Sta. 1515+00 to 1523+51 = 0+00 to 23+00)
(Sta. 974+20 to 980+00)

2,000	cu. yds.	4" - 2" Rock in Base	$ 2.00	$ 4,000.00
1,130	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.00	2,260.00
100	M-gals.	Sprinkling	2.00	200.00
0.71	mile	Preparation of Base	150.00	106.50
100	cu. yds.	3/4" - 0" Rock in Binder Course	3.00	300.00
600	cu. yds.	Furnishing and Placing Aggregates	3.00	1,800.00
18	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	33.00	594.00

40	tons	Furnishing and Placing 151-200 Asphalt	$ 33.00	$ 1,320.00
12	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	33.00	396.00
		Subtotal		$10,976.50
		10% Engr. & Cont.		1,097.65
		Total		$12,074.15

Length of Roadway 0.706 mile
Cost per mile $ 17,102.19

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
20' Roadway	$293,921.10	$170,477.00	$123,444.10
26' Roadway	12,074.15	7,003.00	5,071.15
	$305,995.25	$177,480.00	$128,515.25

SUMMARY OF FEDERAL AID WORK

UNITY JUNCTION-IRONSIDE SECTION

PROJECT NO. F-116 (3)

Former		Present			Length	
Section	Type	Type	Rdwy. Width	Sta. to Sta.	Former	Present
-	-	501	20	1409+66 to 1515+00	-	1.995
-	-	501	26	1515+00 to 1523+51 = 0+00	-	.161
A	351	501	26	0+00 to 23+00	.435	.435
A	351	501	20	23+00 to 650+75	11.863	11.863
B	351	501	20	650+75 to 974+20	6.088	6.088
B	351	501	26	974+20 to 980+00	.110	.110

UNITY JUNCTION-IRONSIDE SECTION

PROJECT NO. F-116 (3)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 6, 1946

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FOR FILING

F-116( )

July 2, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of June 13, requesting a study of the economic feasibility of widening shoulders one foot on each side to obtain an over-all width of 24 feet on Oregon Federal Aid Project No. F-116(3), Unity Junction-Ironside Section.

A study has been made of the original cross sections, together with field measurements, and I do not consider such a width to be economically justifiable. The road was originally graded to a width of 24 feet on fills, but in general a width of 26 feet was obtained so that the fills are barely sufficient to achieve the standard called for. To widen one foot would make necessary a grading project over the entire section, which would delay the project until next year and cost a material sum of money.

We will exercise our ingenuity to avoid narrowing the effective width because of the increase in surfacing thickness. This probably can be done by reshaping the present clay-bound surfacing to hold the slopes steeper than 2:1 and taking advantage of all the widened cuts and daylighted sections.

We resurfaced the Grant County Line-Unity Section, FWA 1373-F(F), to a width two feet narrower than this with satisfactory results. As you know, the traffic is limited, but on account of the increase in lumber haul, it is necessary to immediately have an all-weather road and I believe the standard will be found quite satisfactory.

I assure you that we will take every advantage of the width which we have.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. Paul Van Scoy

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
[redacted]
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

June 13, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. F-116(3), Unity Junction - Ironside Section of the John Day Highway in Baker and Malheur Counties, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Our recommendation for approval is subject to the condition that a study be made of the economic feasibility of widening the shoulders under construction one foot on each side to obtain an overall width of 24 feet.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
JUN 19 1946
OREGON
STATE HIGHWAY COMMISSION

5

RECEIVED
JUL 1 1946
FOR FILING

F-116(3)

June 29, 1946

Rogers Construction Co.,
Rte.15, Box 231
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies each of the following contracts which were awarded to you by the State Highway Commission on June 26, 1946:

Contract No. 2815, covering grade widening oil mat surfacing on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway in Baker County.

Contract No. 2816, covering surfacing and oiling on the Unity Junction-Ironside Section of the John Day Highway, Baker and Malheur Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

RECEIVED
JUN 17
FOR FILING

F 116-3

June 11, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

With reference to existing bridges on the Unity Junction-Ironside Section, Project F - 116 (3), we give you assurance that those bridges having widths less than 21 feet will be widened to 23 feet or more as soon as the material situation has eased to an extent making such widening practicable and justifiable.

In this connection, we advise that all of the existing bridges are of untreated timber type and that none have a width less than 19 feet. Required raising of decks to meet the grades of the new surfacing will be done by State forces as the surfacing construction progresses.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

RECEIVED
JUN 17
FOR FILING

F 116-3

June 8, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the Unity Junction-Ironside Section, Project No. F-116 (3), for which P. S. & E. papers were delivered by messenger to your office yesterday.

No landscaping work is contemplated on this project for the reason the nature of the terrain traversed and the volume of traffic served does not, in our opinion, warrant an expenditure for beautification and climatic conditions are such that seeding to prevent erosion difficulties is not necessary.

Six sets of reduced blue line plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

117-1007 Robertson Br.-Hayes Hill-Shattuck Cor
Rogue Riv.Loop & Redwood Hwys. 1946

RECEIVED
JAN 19 1948
FOR FILING

117-1007

January 19, 1948

Bates, Lively & Pearson, Agents
The Aetna Casualty and Surety Co.
301 Yeon Building
Portland 7, Oregon

Attention: Mr. K. V. Lively

Gentlemen:

We have your letter of January 15, 1948, in which you inquire as to the status of contract No. 2817 with Mr. J. S. Risley for work on the Robertson Bridge-Hayes Hill-Shattuck Corner Section of the Rogue River Loop and Redwood Highways in Josephine County.

This job was completed on July 3, 1947, and accepted by the Commission on November 25, 1947. Final payment was made on December 3, 1947. Total amount of the contract was $47,874.94.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dr

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
ATWATER 7381

PORTLAND 7, ORE.

January 15, 1948

Oregon State Highway Commission
Salem,
Oregon

ATTENTION: H. B. Glaisyer, Secretary

Gentlemen:

RE: Bond 42 S 8831
Contract 2817 - J. S. Risley

In your letter of September 25 in connection with contract No. 2817 for work Robertson Bridge-Hayes Hill-Shattuck Corner Section of the Rogue River Loop Secondary and Redwood Highways in Josephine County you stated the contract was completed July 3, 1947, but had not as yet been accepted by the Commission.

Will you be so kind as to advise if the contract has been accepted and the date and if final payment has been made?

Thank you.

Very truly yours,

BATES, LIVELY & PEARSON

By R W Lively

pa

REFERRED TO [illegible]
BY SECRETARY

prepare reply

RECEIVED
JAN 16 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 26 1947
FOR FILING

117-1007

#2817

September 25, 1947

Bates, Lively & Pearson, Agents
The Aetna Casualty and Surety Company
Yeon Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2817 for work Robertson Bridge-Hayes Hill-Shattuck Corner Section of the Rogue River Loop Secondary and Redwood Highways in Josephine County has been completed by the contractor, J. S. Risley, and that final payment in the amount of $1,408.15 will be made after acceptance by the Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $47,874.94 and that no force account work was performed therein. This contract was completed on July 3, 1947, but has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

Secretary

dr

NOTED ON CARD
9-25-47

RECEIVED
SEP 12 1947
FOR FILING

117-1007

September 11, 1947

Mr. J. S. Risley
Rte. 10, Box 800
Milwaukie 2
Oregon

Dear Sir:

The State Highway Commission, at its meeting on August 26, 1947, had under discussion your request for an extension of time of three days, from June 30 to July 3, 1947, within which to complete your contract No. 2817 covering the Robertson Bridge-Hayes Hill-Shattuck Corner Section of the Rogue River Loop Secondary and Redwood Highways, in Josephine County.

I am pleased to inform you that the Commission granted your request without penalty, however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

cc: K. D. Lytle,
Division Engineer

[illegible] CARD

9-11-47 gl

RECEIVED
AUG 7 1947
FOR FILING

117-1007

August 5, 1947

The Aetna Casualty and Surety Co.
Bates, Lively & Pearson, Agent
Yeon Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J.S. Risley, on contract No. 2817, covering Robertson Bridge-Hayes Hill-Shattuck Corner Section of the Rogue River Loop Secondary and Redwood Highway, in Josephine County. This payment, in the amount of $19,709.31, will be made on or after August 15, 1947. The retained percentage is $1,437.12.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

8-5-47 gl

Form E-1—5M—7-46

117-1007

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 5, 1947

Section Robertson Br.-Hayes Hill-Shattuck Cr.

Kind of work Oiling and Rock Production

Highway Rogue River Loop and Redwood

Section prefix 117-1007

Contractor J.S. Risley

Contract number 2817

Date of contract June 26, 1946

Date of completion November 30, 1946

Date work started October 8, 1946

Estimated date of completion July 3, 1947

Amount of contract . . . . $ 46,969.00

Per cent of time elapsed 238.22 %

Estimated cost of completed project, exclusive of engineering . . . . $ 48,471.76

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 1,902.00, 4.00 %

Date project was completed July 3, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed final seal Monday of this week. Maintained and dusted till Thursday night.

Job completed except for the removal of the bunkers Thursday July 3.

NOTED
H. G. S[illegible]

NOTED

NOTED

Signed Glen E. Roberts

Address P.O. Box 306, Grants Pass.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Estimated dates of completion Jan. 4 July 3

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			—	9.44	
Miles partially completed			—	—	
Miles completed			—	9.44	
Total estimated quantities			8700	3522 cu. yds. 293 Tons Oil	
Estimated quantities moved or placed to date			8700	3522 cu. yds. 293 Tons Oil	
Average daily quantities Past Week			—	167 cu. yds. 8 Tons Oil	
Average daily quantities necessary to complete project on time			—	—	
Number shifts per day			—	1	
Hours per shift			—	8	
Average force on project for week			—	23	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers Distributor 1, Trucks 6, Power Broom 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Warm		
Tuesday	Warm		
Wednesday	Fair		
Thursday	Warm		
Friday	—		
Saturday	—		

STATE PRINTING DEPT.

RECEIVED
DEC 4 1946
FOR FILING

117-1007

December 3, 1946

J. S. Risley
Route 10, Box 800
Milwaukie 2, Oregon

Dear Mr. Risley:

The State Highway Commission, at its meeting on November 25, 1946, granted you the extension of time requested, from November 30, 1946 to June 30, 1947, without penalty, in connection with contract No. 2817 covering oiling and rock production on the Robertson Bridge-Hayes Hill-Shattuck Corner Section of the Rogue River Loop Secondary Highway and the Redwood Highway in Josephine County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG/w

cc - K. D. Lytle
Division Engr.

RECEIVED
[illegible]
FOR FILING

117-1007

July 23, 1946

Mr. J. S. Risley
Rte.10, Box 800
Milwaukie 2,
Oregon

Dear Mr. Risley:

We are sending you today, by express, a fully executed copy of contract No.2817 which was awarded to you on June 26, 1946 by the State Highway Commission, covering oiling and rock production on the Robertson Bridge-Hayes Hill-Shattuck Corner Section of the Rogue River Loop Secondary and Redwood Highway. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

N. B. Glaisyer
Secretary

gl

RECEIVED
JUL 1 1946
FOR FILING

117-1007

June 29, 1946

Mr. J. S. Risley
Rte.10, Box 800
Milwaukie
Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2817 which was awarded to you by the State Highway Commission on June 26, 1946, covering Robertson Bridge-Hayes Hill-Shattuck Corner Section of the Rogue River Loop Secondary and Redwood Highway, in Josephine County, for oiling and rock production.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent express 6-29-46
Recorded

9-4213 Hampton-Suntex-Juniper Ridge, 1946
Central Oregon & Lakeview-Burns
#2818 Hwys.

RECEIVED
NOV 18 1947
FOR FILING

9-4213

November 18, 1947

Hartford Accident & Indemnity Co.
Tromp & McKinley, Agent
43 West Broadway
Eugene, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2818 for work on the Hampton-Suntex-Juniper Ridge Section of the Central Oregon and Lakeview-Burns Highway, in Deschutes, Lake and Harney Counties, has been completed by the contractor, Del R. Beebe, and that final payment in the amount of $2,273.40 will be made on or after November 28, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $75,780.16, and that no force account work was performed therein. The above contract was completed on September 2 and accepted by the Commission on October 21, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

11-18-47 gl

RECEIVED
NOV 17 1947
FOR FILING
9-4213

DEL R. BEEBE
CONSTRUCTION COMPANY
GENERAL CONTRACTOR

FALLON, NEVADA

November 14, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer,
Secretary

Dear Sir:

This will acknowledge receipt of your letter of November 13, 1947, advising that the State Highway Commission had its meeting on October 21, 1947, and approved our request, without penalty, for extension of time of 18 days from August 15th to September 2nd, 1947, within which to complete our contract number 2818 for the Hampton-Suntex-Juniper Ridge Section of the Central Oregon and Lakeview-Burns Highway, in Deschutes, Lake and Harney Counties.

Very truly yours,

DEL R. BEEBE CONSTRUCTION CO.

Del R. Beebe
Del R. Beebe

DRB/es

NOTED
H. B. GLAISYER

RECEIVED
NOV 17 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 14 1947
FOR FILING

9-4213

November 13, 1947

Mr. Del R. Beebe
1391 West 2nd St.
Eugene
Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 21, 1947, had under discussion your request for an extension of time of 18 days, from August 15 to September 2, 1947, within which to complete your contract No. 2818 for the Hampton-Sumtex-Juniper Ridge Section of the Central Oregon and Lakeview-Burns Highway, in Deschutes, Lake and Harney Counties.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was based upon the recommendation of the State Highway Engineer and his report, which considered but did not necessarily adopt either or any of the reasons stated in your request.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. E. Chandler

NOTED ON CARD

11-13-47, gl

RECEIVED
OCT 1 1947
FOR FILING
9-4213

# 2318

September 30, 1947

Hartford Accident & Indemnity Co.
Tromp & McKinley, Agent
43 W. Broadway
Eugene, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to release to Dal R. Beebe a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 2318 for surfacing on the Hampton-Suntex-Juniper Ridge Section of the Central Oregon and Lakeview-Burns Highways, in Deschutes, Lake and Harney Counties. This payment, which is in the amount of $44,733.46, reduces the amount of the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,250.42. The present payment to the contractor will be made on or after October 10, 1947.

Verification from the Spokane, Portland and Seattle Railway Company of the satisfaction of all their claims against Russell Olsen, subcontractor on this project, was received by us on September 29. We explained to you about this claim in our semi-final notice on September 22, 1947.

This notice is given you because our records show that the Hartford Accident & Indemnity Company is surety on the bond furnished by Dal R. Beebe, in connection with the above mentioned contract. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

9-30-47-gl

Salem, Oregon
September 29, 1947

Mr. Floyd Query

Attached is a letter from E. C. Michelsen, of the Spokane, Portland and Seattle Railway Company advising that the Company's claim against Russell Olson, subcontractor under Del R. Beebe in connection with Contract No. 2818, has been satisfied in full.

This should be noted on the card for this job. Insofar as this particular claim is concerned, therefore, there is no reason why final payment should not be made Mr. Beebe.

Secretary

HBG:ec
Attch.

NOTED ON CARD
9-30-47 gf

return to files

Form 1804

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY

ACCOUNTING DEPARTMENT

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

ROBT. CROSBIE, COMPTROLLER
L. W. ALBERTSON, ASSISTANT COMPTROLLER
C. D. PHILLIPS, AUDITOR DISBURSEMENTS
E. C. MICHELSEN, AUDITOR REVENUE ACCOUNTS

RECEIVED
FOR FILING

TA 111 K-2992-47

9-4213

September 26, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: M. B. Glaisyer, Secretary

Dear Sir:

Replying to your communication dated September 22, 1947, would advise that all of our claims against Sub-Contractor Russell Olson have been satisfied and as far as we are concerned you may proceed to make semi-final payment to Del R. Beebe on State Highway Contract No. 2818.

Very truly yours,

E. C. Michelsen

ECM:wp

RECEIVED
SEP 29 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 2[illegible]
FOR FILING

9-4213

#2218

September 22, 1947

Hartford Accident & Indemnity Co.
Tromp & McKinley, Agent
43 W. Broadway
Eugene, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Del R. Beebe, on contract No. 2818, covering Hampton-Suntex-Juniper Ridge Section of the Central Oregon and Lakeview-Burns Highways, in Deschutes, Lake and Harney Counties. This payment, in the amount of $743.07, will be made on or after October 2, 1947. The retained percentage is $2,273.40.

A claim was made against Russell Olsen, subcontractor on the above project, by the Spokane, Portland and Seattle Railway Company on December 27, 1946 for a freight bill amounting to $3,379.26. As there was a disagreement as to the amount of this claim considerable correspondence was necessary with the various parties concerned, however, an adjustment was made and a check for $79.31 was mailed by the contractor direct to the above company on May 17, and on May 19 a check in the amount of $2,982.59, which we had been holding for the contractor since March 15, was also mailed to the company at the request of the contractor. This makes a total of $3,061.90 paid to the Spokane, Portland and Seattle Railway Co. by Del R. Beebe and, according to our records, is a settlement in full of their claim. We are writing to the Railway Company today, however, for written verification of the full settlement of their claim.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

~~NOTED ON CARD~~

NOTED ON CARD

9-22-47

RECEIVED
FOR FILING

9-4213

# 2818

September 22, 1947

Spokane, Portland and Seattle Railway Co.
1101 N.W. Hoyt St.
Portland 7
Oregon

ATTENTION: E. C. Michelsen

Dear Sir:

We are about to make semi-final payment to Dal R. Beebe on State Highway Contract No. 2818, covering the Hampton-Suntex-Juniper Ridge Section of the Central Oregon and Lakeview-Burns Highways, and in looking over our records note your claim for freight against Russell Olsen, subcontractor on the above project.

A further search of our records reveal that on May 19, 1947 we mailed you a check for $2,982.59, at the request of the contractor. This check together with a check for $79.31, which was mailed to you direct by Mr. Beebe, is in full settlement of your claim. Will you please verify at your earliest convenience.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Form E-1—524—12-45

9-4213

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 13, 1947

Section Hampton - Suntex - Juniper Ridge

Kind of work Re-oiling

Highway Central Oregon & Lakeview-Burns

Section prefix 9-4213

Contractor Del R. Beebe oiling sub- Russell Olson & Harr & Horton

Contract number 2818

Date of contract June 27, 1946, 19

Date of completion September 30, 1946, 19

Date work started September 23, 1946, 19

~~Estimated~~ date of completion September 2, 1947 19

Amount of contract . . . . $ 67884.

Per cent of time elapsed 418 435.4 %

Estimated cost of completed project, exclusive of engineering . . . . . . semi-final 96 . . . . . . $65109.70

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 3450., 5.08 %

Date project was completed 9-2-47, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate of this project was submitted to the Bend Division office on September 10, 1947.

Final report

RECEIVED SEP 15 1947

NOTED E. A. PEASE

Signed A. A. Fosse

Address 1290-Wall St. BEND

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			~~68~~	68	
Miles partially completed					
Miles completed			~~63.44~~	63.44	
Total estimated quantities				13300 cy aggr. 1130 Tons oil	
Estimated quantities moved or placed to date				12598 cy agg 1143.97 Tons oil	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

5

File

RECEIVED
APR 17 1947
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

9. 4213

April 15, 1947

REFERRED TO
Eggstaff
BY SECRETARY

mtl claim on card

Mr. E. C. Michelsen
Oregon Trunk Railway
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

With reference to your claim against Russell Olsen for freight charges on asphalt shipped in connection with one of our contracts, we are sending herewith copies of laws relating to contract bonds in which is described the procedure to be followed in the filing of claims against such bonds. Other information you will need in the making of such filing is as follows:

Project description: Construction of 68.0 miles of oil mat wearing surface on the Hampton-Suntex-Juniper Ridge Section of the Central Oregon and Lakeview-Burns Highways in Deschutes, Lake and Harney Counties.

State Highway Contract No. 2818.

Date of contract - June 27, 1946.

Principal contractor - Del R. Beebe, 861 Willamette St., Eugene, Oregon.

Surety - Hartford Accident and Indemnity Co.
Agent - Tromp & McKinley, 43 W. Broadway, Eugene, Oregon.

Subcontractor - Russell Olsen, c/o Spokane Hotel, Spokane, Washington.

Work under the contract is expected to be completed some time in the early summer of this year.

We do not have the name of the surety on Mr. Olsen's subcontract.

The audit bill and supporting papers transmitted with your letter of February 24 are being returned herewith.

If a copy of your claim is filed with the Secretary of State, we suggest that a copy be filed also with the State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc to H. B. Glaisyer

NOTED
RALPH EGGSTAFF

NOTED ON CARD
4-17-47 gl

RECEIVED
JAN 10 1947
FOR FILING

9-4213

January 9, 1947

Mr. Del H. Beebe
861 Willamette St.
Eugene
Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 30, 1946, had under discussion your request for an extension of time from October 31,1946 to August 15, 1947, within which to complete your contract No. 2818 for the Hampton-Suntex-Juniper Ridge Section of the Central Oregon and Lakeview-Burns Highway, in Deschutes, Lake and Harney Counties.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ree/gl

cc: Wm. E. Chandler

RECEIVED
NOV 7 1946
FOR FILING

9-4213

November 6, 1946

Del R. Beebe
861 Willamette Street
Eugene, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 29, 1946, granted you the extension of time requested, from September 30, 1946 to October 31, 1946, without penalty, in connection with contract No. 2818 for oil mat surfacing in the Hampton-Buston-Juniper Ridge Section on the Central Oregon & Lakeview-Burns Highway in Deschutes, Lake & Harney Counties.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:jf

cc - Wm. E. Chandler

RECEIVED
OCT 4 1946
FOR FILING

9-4213

Oct. 3, 1946

Bell Oil & Refining Sales Co.
621 South Hope Street
Los Angeles 14
California

Gentlemen:

Our records indicate that State Highway Project No. 9-4213, referred to in your letter of September 23, is our contract No. 2818 awarded to Del R. Beebe, 861 Willamette Street, Eugene, Oregon. This contract covers oil mat surfacing of the Hampton-Suntex-Juniper Ridge Section of the Central Oregon and Lakeview-Burns Highway, being awarded on June 27, 1946. The surety is the Hartford Accident & Indemnity Company for whom Tromp & McKinley, 45 W.Broadway, Eugene, Oregon, are local agents.

We regret the delay in replying to your letter and trust that it has not caused you serious inconvenience.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

RE:gl

2617

BELL OIL & REFINING SALES COMPANY

MARKETERS OF PETROLEUM PRODUCTS • REFINERY — SANTA MARIA, CALIFORNIA

ASPHALT
ROAD OIL
ROOFING ASPHALT
FUEL OIL

621 SOUTH HOPE STREET
LOS ANGELES 14, CALIFORNIA
TELEPHONE TRINITY 6103

September 23, 1946

State Highway Engineer
State of Oregon
Salem, Oregon

Dear Sir:

At the present time we are supplying asphaltic material to Russell Olson, Contractor, on Oregon State Highway Project 9-4213 at Bend, Oregon.

We would greatly appreciate your forwarding to us the name of the Bonding Company which issued the bond to Mr. Olson for this project.

Very truly yours,

BELL OIL & REFINING SALES CO.

William F. Lyte

WILLIAM F. LYTE
President

WFL:hm

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

RECEIVED
SEP 24 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 2 1946
FOR FILING

9-4213

July 1, 1946

Mr. Del R. Beebe
861 Willamette St.
Eugene, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2818 which was awarded to you by the State Highway Commission on June 27, 1946, covering oil mat surfacing on the Hampton-Suntex-Juniper Ridge Reoiling Project on the Central Oregon and Lakeview-Burns Highway, in Deschutes, Lake and Harney Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent express 7-1-46
Received

18-8303 Dairy Rock Prod.
K.Falls-Lakeview & Dairy-Bonanza Hwys

#2212 1974

18-8303

RECEIVED 1 [illegible] FOR FILING

R.H.Baldock

NOTED
State Highway Engineer

June 16th, 1947

FINAL COST ANALYSIS

Contract No. 2819
Dairy Rock Production

Prefix 18-8308
Klamath Falls-Lakeview Highway

A. H. Saxton & Sons, Contractors
P. P. Whitmore, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-½" Cr. Rock in S.P.	4,718.7	Cu. Yd.	$1.78	$2.32	$8,402.21	$10,947.38
½"-¼" " " " "	5,234.0	" "	1.78	2.32	9,323.67	12,142.88
¼"-10 Mesh " " "	2,500.0	" "	1.78	2.32	4,454.16	5,800.00
Haul Cr. Rock to S.P.	44,660.05	Yd. Mi.	0.13	0.14	6,054.70	6,252.41
Rejects	1,689.5	Cu. Yd.	0.25	0.25	422.38	422.38
Force Account					270.91	290.26
					$28,928.03	$35,855.31

Gross Revenue	$35,855.31
Total Cost	28,928.03
Net Profit	$6,927.28

Net Profit Equals 19.3% of Gross Revenue

Dairy Rock Production

Detail of Cost

Labor:		
Supervision (Contractor)		
Labor	$3,886.65	
State Industrial Accident Insurance	97.16	
Social Security	38.87	
Unemployment Insurance	95.95	
		$4,118.63
Equipment Rental & Miscellaneous Expense:		
Equipment Rental, Owned	$6,238.00	
" " , Hired Fully Operated	4,498.82	
Hired Trucks, Including Drivers	3,689.50	
Gas, Oil & Grease	1,878.31	
Drilling & Shooting by Klamath Concrete Pipe Co.	4,398.10	
Move In, Freight & Cartage	798.90	
Miscellaneous Supplies & Small Tools	1,661.32	
Office	48.89	
Bond	266.49	
Public Liability Insurance	181.97	
General Overhead	1,075.66	
P.U.C.	73.44	
		24,809.40
Total Cost		$28,928.03

Dairy Rock Production

Breakdown of Crushing Costs

	Cost	Quantity	Unit	Unit Cost
Move In & Set Up	$3,048.74	12,452.7	Cu. Yd.	$0.245
Drill & Shoot	4,398.10	"	" "	0.353
Load in Pit	2,893.55	"	" "	0.232
Haul to Crusher	1,545.00	"	" "	0.124
Crushing	6,929.14	"	" "	0.556
Proratable Expense	2,026.55	"	" "	0.164
Cost in Bunker	$20,841.08	12,452.7	Cu. Yd.	$1.674
Cost of Stockpiling	$1,307.32	12,452.7	Cu. Yd.	$0.105

Quarry Used: Specified quarry situated 0.5 mile northwest of M.P. 19.68 on Klamath Falls-Lakeview Highway.

Average Production, Actual Working Time	48.0 Cu. Yd. per Hour
" " , Total Elapsed Time	43.6 " " " "

Dairy Rock Production

Remarks:

This contract, which required the crushing and stockpiling of 12,600 cu. yds. of maintenance rock, was bid and awarded on June 27th, 1946. The contractor started work on September 10th, and completed the project on November 30th, 1946.

The contractor moved his semi-portable plant into the specified state quarry and completed his set-up in three weeks time. A rented 3/4-yard shovel loaded in the pit and two 5-yard trucks hauled to the plant. The crushing was completed in six weeks time at an average of 48 cu. yds. per hour for actual operating time.

Due to the good average production and very little lost time the contractor made a good profit on the job.

E. H. Clymer
Cost Analyst

By

V. R. Jones

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JAN 31 1947
FOR FILING

18-8303

January 30, 1947

United Pacific Insurance Company
Durham & Bates, Agent
901 S. W. Washington
Portland 5, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2819 for work on the Dairy Rock Production Project on the Klamath Falls-Lakeview and Dairy-Bonanza Highway, in Klamath County, has been completed by the contractor, A.H.Saxton & Sons, and that final payment in the amount of $1,075.66 will be made on or after February 10, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $35,855.31 of which amount $290.26 represents the amount of force account items. This contract was completed on November 30,1946 and accepted by the Commission on December 30, 1946.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
1-30-47-gl

Secretary

gl

RECEIVED
JAN 4 1947
FOR FILING

18-8303

January 3, 1947

United Pacific Insurance Co.,
Durham & Bates, Agent
901 S. W. Washington
Portland 5, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. H. Saxton & Sons, on contract No. 2819, covering the Dairy Rock Production Project on the Klamath Falls-Lakeview and Dairy-Bonanza Highways, in Klamath County. This payment, in the amount of $1,879.50, will be made on or after January 15, 1947. The retained percentage is $1,075.66.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD

1-3-47, gl

Form E-1—5M—7-46

18-8303

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 30, 1946

Section Dairy Rock Production Project

Kind of work Cr. Rk. in Stk. Piles

Highway Klamath Falls- Lakeview and Dairy Bonanza

Section prefix 18-8303

Contractor A. H. Saxton & Sons

Contract number 2819

Date of contract June 27, 1946

Date of completion June 30, 1947

Date work started Sept. 10, 1946

Estimated date of completion Nov. 30, 1946

Amount of contract . . . . $ 35532.

Per cent of time elapsed 41 %

Estimated cost of completed project, exclusive of engineering . . . . $ 36532.

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 700., 2 %

Date project was completed 11-30-46, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed rock production and is moving out equipment.

Estimate that all will be out by Dec. 20, 1946.

NOTED
E. A. PEASE

NOTED
RAY WEBBER

[illegible]

RECEIVED
DEC 2 1946
OFFICE ... ENGINEER

Signed P P Whitmore
P. P. Whitmore, Res. Engr.

Address Box 1090 Klamath Falls, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			30		
Miles partially completed					
Miles completed					
Total estimated quantities			12600		
Estimated quantities moved or placed to date			12600		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			6		
Average force on project for week			8		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2					2	4
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	2						2
Men and tractors							
	2						2
	6					2	8

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy all week except Saturday.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday	Fair		

STATE PRINTING DEPT.

RECEIVED
JUL 2 1946
FOR FILING

12-8303

July 1, 1946

A. H. Saxton & Sons
Rte. 2
Corvallis
Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2819 which was awarded to you by the State Highway Commission on June 27, 1946, covering furnishing crushed rock in stockpiles on the Dairy Rock Production Project of the Klamath Falls-Lakeview and Dairy-Bonanza Highway, in Klamath County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

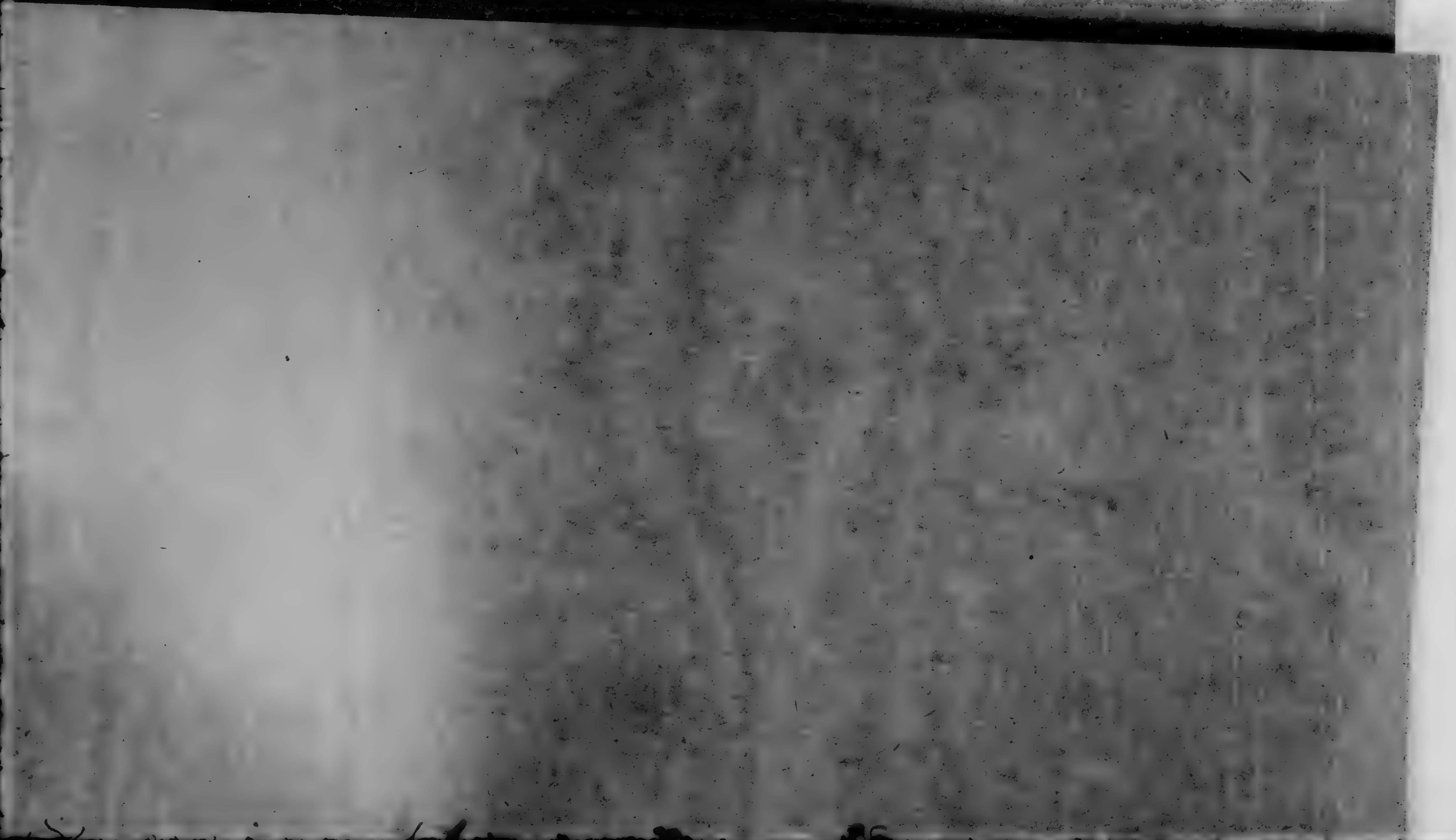
OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

[illegible]
[illegible]

F-186(12) Gardner Ranch-Berger Ranch 1946
Sec., Sunset (Wolf Cr.) Hwy.
#2820



RECEIVED
APR

FOR FILING

ALASKA
MONTANA
OREGON 7-156 (12)
IDAHO
WASHINGTON

BUREAU OF PUBLIC ROADS
. S. DEPARTMENT OF COMMERC
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

March 14, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-186(12), Gardner Ranch-
Multnomah County Line Section of
the Sunset Hwy. in Washington County

Dear Sir:

Enclosed for your files is an executed copy of the modification of project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encls.

Oregon Federal [illegible]id [illegible]ject No. F-186(12) WA8pr 7271

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 17, 1947, by the Oregon State Highway Commission and the Commissioner of Public Roads, the said parties entered into an agreement for the improvement of that certain highway described therein and designated Oregon Federal Aid Project No. F-186(12); and

WHEREAS, the said Highway Department has requested approval of a revision of the estimate to provide that the Federal funds approved and set aside to the credit of the project be increased from $390,000.00 to $416,000.00 (without change in the estimated cost);

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Commissioner that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred sixteen thousand, and 00/100 dollars ($416,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article III shall be added clause (b) to read:

> "(b) Whenever in this contract or in any document made a part thereof the terms 'Public Roads Administration', 'Federal Works Agency', 'Federal Works Administrator', 'General Services Administration', or 'Administrator of General Services' appear, they shall include or have reference to 'Bureau of Public Roads' or the 'Department of Commerce' or the 'Secretary of Commerce', as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred sixteen thousand and 00/100 dollars ($416,000.00), which does not exceed the authorized Federal pro rata share of seven hundred nineteen thousand, two hundred ninety-two and 75/100 dollars ($719,292.75), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures on February 20, 1950.

Attest
SECRETARY

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

By T H Banfield
Chairman, State Highway Commission

By
Member, State Highway Commission

By Chas H Reynolds
Member, State Highway Commission

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer
U. S. Bureau of Public Roads.

Oregon Federal Aid Project No. F-186(12).

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Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

February 13, 1950

F-186 (12)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-186(12)
Gardner Ranch-Multnomah Co. Line Sec.
Sunset Highway.

Dear Sir:

We are forwarding herewith two copies of proposed modification of the project agreement. If these are found to be satisfactory, they should be signed by the Commission and returned to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Canfield
L. J. Canfield
Principal Highway Engineer

Encls.

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F-186 (12)

February 3, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for modified agreement and one copy of a program change statement for the Gardner Ranch-Multnomah County Line Section, Project No. F-186 (12).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

February 1, 1950
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Program
(Previous Program)

(Date of Approval)

COUNTY Washington

FA or FAS Route No. FA-27

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programmed	43	F-186(12)	3.5 mi. N. North Plains to Multnomah Co. Line	Survey-Plans					Gr., Dr., Bridge, Undercrossing, 2 over-crossings
				Right-of-Way					
				Construction	719,293	390,000	329,293		
				Total	719,293	390,000	329,293	7.037	
Requested Revision	43	F-186(12)	Same	Survey-Plans					Same
				Right-of-Way					
				Construction	719,293	416,000	303,293		
				Total	719,293	416,000	303,293	7.037	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: Increase Federal funds to represent more nearly permissible prorata amount.

Recommended for approval _______ District Engineer _______ (date)

Recommended: _______ Division Engineer _______ (date)

Approved: _______ Acting Commissioner _______ (date)

P-3868

Oregon State Highway Department Federal Aid Project No. F-186 (12)

GARDNER RANCH—MULTNOMAH COUNTY LINE SECTION OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, January 24, 1950

Code Type No. 0010

Grading (Sta. 2705+00 to 2940+00) (Contract No. 2820)

All Required		Clearing and Grubbing		$ 12,500.00
46,600	cu. yds.	Special Ditch Excavation, Unclassified	$ 0.45	20,970.00
1,900	cu. yds.	Structural Excavation, Unclassified	2.00	3,800.00
222,000	cu. yds.	General Excavation, Unclassified	0.19	42,180.00
218,000	yd. sta.	Overhaul	0.01	2,180.00
91,000	yd. mi.	Truck Haul	0.16	14,560.00
16,000	lin. ft.	Rounding Cutbanks	0.12	1,920.00
4.43	miles	Finishing Roadbed and Slopes	500.00	2,215.00
1,390	lin. ft.	12" Concrete Pipe	1.50	2,085.00
780	lin. ft.	18" Concrete Pipe	2.75	2,145.00
70	lin. ft.	24" Concrete Pipe	4.00	280.00
700	lin. ft.	30" Concrete Pipe	4.90	3,430.00
90	lin. ft.	36" Concrete Pipe	6.75	607.50
3,020	lin. ft.	36" Extra Strength Concrete Pipe	7.40	22,348.00
300	lin. ft.	8" Concrete Drain Pipe	0.65	195.00
500	lin. ft.	12" Perforated Concrete Drain Pipe	1.50	750.00
60	cu. yds.	Rock or Gravel Backfill	5.00	300.00
234	cu. yds.	Class "A" Concrete in Box Culverts	42.50	9,945.00
48	cu. yds.	Class "A" Concrete in Manholes	55.00	2,640.00
44,500	lbs.	Metal Reinforcement	0.09	4,005.00
4	only	Concrete Catch Basins	50.00	200.00
1	only	Special Concrete Catch Basin	150.00	150.00
4,100	cu. yds.	3" - 0" Material in Surfacing	4.10	16,810.00
1,500	cu. yds.	3/4" - 0" Material in Surfacing	4.75	7,125.00
120	M-gals.	Sprinkling	2.50	300.00
				$173,640.50

Grading (Sta. 3147+00 to 3283+50) (Contract No. 2892)

All Required		Clearing and Grubbing		$ 7,000.00
5,000	sq. yds.	Removal of Pavement	$ 0.50	2,500.00
2,400	cu. yds.	Structural Excavation, Unclassified	4.00	9,600.00

200	cu. yds.	Trench Excavation, Unclassified	$ 2.00	$ 400.00
72,000	cu. yds.	General Excavation, Location "A", Unclassified	0.32	23,040.00
80,000	cu. yds.	General Excavation, Location "B", Unclassified	0.86	68,800.00
450,000	yd. stas.	Short Overhaul	0.015	6,750.00
5,000	C-yd. stas.	Long Overhaul	0.50	2,500.00
9,800	lin. ft.	Rounding Cutbanks	0.12	1,176.00
2.52	miles	Finishing Roadbed and Slopes	650.00	1,638.00
10,000	cu. yds.	Excavating and Placing Topsoil	1.00	10,000.00
2,000	yd. mi.	Truck Haul on Topsoil	0.25	500.00
1,800	lin. ft.	8" Corr. Metal Drain Pipe	1.40	2,520.00
380	lin. ft.	18" Corr. Metal Pipe	2.75	1,045.00
50	lin. ft.	24" Corr. Metal Pipe	4.00	200.00
60	lin. ft.	48" Corr. Metal Pipe	10.00	600.00
1,300	lin. ft.	12" Concrete Pipe	1.35	1,755.00
500	lin. ft.	18" Concrete Pipe	2.75	1,375.00
900	lin. ft.	24" Concrete Pipe	4.20	3,780.00
300	lin. ft.	Salvaging Culvert Pipe	1.50	450.00
2	only	Type "A" Manholes	300.00	600.00
20	only	Concrete Catch Basins	60.00	1,200.00
24	only	Concrete Inlets	60.00	1,440.00
740	cu. yds.	Concrete Curbs	45.00	33,300.00
478	cu. yds.	Concrete Median Strips and Islands	45.00	21,510.00
360	lin. ft.	Spring Bracket Guard Rail With Wood Posts	2.50	900.00
35	cu. yds.	Class "A" Concrete in Pole Foundations	60.00	2,100.00
4,400	lin. ft.	1" Electrical Conduit	0.50	2,200.00
2,100	lin. ft.	1½" Electrical Conduit	0.62	1,302.00
All Required		Constructing Recesses for Traffic Control Markers		500.00
				$210,681.00
			Subtotal	$384,321.50
			10% Engr. & Cont.	38,432.15
			Total	$422,753.65

Code Type No. X021

Rock Creek Bridge (Sta. 2885+55 to 2886+55)(Contract No. 2853)

All Required		Shoring, Cribbing, Etc.		$ 5,500.00
170	cu. yds.	Structural Excavation	$ 10.00	1,700.00
10	cu. yds.	Structural Excavation Below Elevations Shown	15.00	150.00
1,700	lin. ft.	Furnish Piling	0.75	1,275.00
32	only	Drive Piling	50.00	1,600.00
210	cu. yds.	Class "A" Concrete	44.00	9,240.00

44,000	lbs.	Metal Reinforcement	$ 0.10	$ 4,400.00
220	lin. ft.	Metal Handrail	9.00	1,980.00
				$ 25,845.00

County Road Undercrossing Structure (Sta. 2836+89.25) (Contract No. 2853) Code Type X721

All Required		Shoring, Cribbing, Etc.		$ 7,000.00
310	cu. yds.	Structural Excavation	$ 8.00	2,480.00
20	cu. yds.	Structural Excavation Below Elevations Shown	10.00	200.00
5,000	lin. ft.	Furnish Treated Piling	1.50	7,500.00
96	only	Drive Piles	50.00	4,800.00
454	cu. yds.	Class "A" Concrete	44.00	19,976.00
109,000	lbs.	Metal Reinforcement	0.10	10,900.00
525	lin. ft.	Metal Handrail	9.00	4,725.00
				$ 57,581.00

Cedar Hills Overcrossing Structure (Sta. 3191+75 to 3193+05.0) (Contract No. 2892) Code Type X221

All Required		Shoring, Cribbing, Etc.		$ 5,000.00
525	cu. yds.	Excavation for Bridge Structures	$ 5.00	2,625.00
50	cu. yds.	Excavation Below Elevations Shown	10.00	500.00
880	cu. yds.	Class "A" Concrete in Bridge Structures	56.00	49,280.00
158,000	lbs.	Metal Reinforcement	0.10	15,800.00
				$ 73,205.00

Canyon Road Overcrossing Structure (Sta. 3277+07.25 to 3279+27.25) (Contract No. 2892) Code Type No. X221

22	cu. yds.	Concrete Median Strips and Islands	$45.00	$ 990.00
All Required		Shoring, Cribbing, Etc.		6,000.00
710	cu. yds.	Excavation for Bridge Structures	5.00	3,550.00
60	cu. yds.	Excavation Below Elevations Shown	10.00	600.00
6,500	lin. ft.	Furnish Treated Piling	1.50	9,750.00
173	only	Drive Piles	60.00	10,500.00
1,060	cu. yds.	Class "A" Concrete in Structures	56.00	59,360.00
176,000	lbs.	Metal Reinforcement	0.10	17,600.00
460	lin. ft.	Metal Handrail	10.00	4,600.00
				$112,950.00

Subtotal	$269,581.00
10% Engr. & Cont.	26,958.10
Total	$296,539.10

Length of Roadway	6.952 miles
Length of Structures	.085 mile
Total Length	7.037 miles
Cost per mile, Roadway	$60,810.36

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$422,753.65	$244,498.00	$178,255.65
Structures	296,539.10	171,502.00	125,037.10
	$719,292.75	$416,000.00	$303,292.75

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

RECEIVED
MAR 2
FOR FILING
7186 (12)
2820

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 24, 1949

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	3897	2820	14-Final	Parker-Schram Co.	5,711.55	347090	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

This job has been accepted. Your notice is on file with us.

aew

ACCOUNTING DIVISION

By ______
Bookkeeping Dept.

NOTED
3-25-49 j.k.

Approved H B Glaisyer
Secretary

RECEIVED
MAR 11
FOR FILING

7-186 (12)

2820

Mrs Lewis
noted on card

March 10, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

This is to advise you that State Highway Contract No. 2820 for work on the Gardner Ranch-Berger Ranch Section of the Sunset Highway, in Washington County, has been completed by the contractor, Parker-Schram Co., and that final payment in the amount of $5,711.55 will be made on or after March 21, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $162,363.05, of which amount $1,106.76 represents force account items. This contract was completed on September 25, 1947 and accepted by the Commission on August 9, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Glens Falls Indemnity Co.
Glens Falls,
New York

Glens Falls Indemnity Co.
Rodgers Insurance Agency
Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

3-10-49 gk

RECEIVED
APR 4 1949
FOR FILING

F-186 (2)

2-21

File

Salem, Oregon
January 12, 1948

Mr. H. G. Smith

There is attached hereto five copies of a form of agreement which was prepared to provide for additional payment in the amount of $317.66 to the Parker-Schram Company on their Gardner Ranch-Berger Ranch Section Contract. Item 3, page 3 of the agreement form states that Contractor accepts full, complete and final payment for claims arrising out of elimination of the one box culvert. In presenting this matter to the Highway Commission, it is desired to have the form changed to state that said payment shall be accepted by the Contractor as full, complete and final payment for all claims arrising out of the entire project.

Will you please determine if this is the extent of Parker-Schram's claim for the entire job. If so, please have Mr. Devers revise the agreement form accordingly, after which it will be presented to the Highway Commission.

W. C. Williams

WCW/ds
Encl.

FORM E-80 25M 7-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 9, 1948

SUBJECT:

To: Mr. W. C. Williams
Asst. State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Concerning your telephone call of this morning about the October 10th estimate from Parker-Schram Company on the Gardner Ranch-Berger Ranch Section of the Sunset Highway, Mr. Porter advises me that all work on this contract was completed about six weeks before the completion date, except a slight amount of backfill at the piers on the Merle Railroad Overcrossing. Parker-Schram could not complete this work until the bridge contractor was out of his way. This item was not a pay item, but had to be done before the job was completed. Because of this, no additional pay item was earned after the September 10th estimate. We should have submitted a letter on the October 10th estimate date advising of the reason for not submitting as estimate at that time.

Mr. Porter is now working on the semi-final estimate for the Berger Ranch-Barnes Road Section and as soon as this is completed, within about the next ten days, he will get on the completion of the Gardner Ranch-Berger Ranch Section. Mr. Porter is checking with Parker-Schram regarding any additional claim they may have in addition to the $370 claim for the box culverts.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS/bd
cc: H. G. Smith
S. H. Probert
R. L. Porter

RECEIVED
JAN 12 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 8
FOR FILING
FORM 2-60 REV. 7-47

F-126(2)

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1948

SUBJECT:

To: Mr. H. G. Smith

There is attached hereto five copies of a form of agreement which was prepared to provide for additional payment in the amount of $317.66 to the Parker-Schram Company on their Gardner Ranch-Berger Ranch Section Contract. Item 3, page 3 of the agreement form states that Contractor accepts full, complete and final payment for claims arrising out of elimination of the one box culvert. In presenting this matter to the Highway Commission, it is desired to have the form changed to state that said payment shall be accepted by the Contractor as full, complete and final payment for all claims arrising out of the entire project.

Will you please determine if this is the extent of Parker-Schram's claim for the entire job. If so, please have Mr. Devers revise the agreement form accordingly, after which it will be presented to the Highway Commission.

W. C. Williams

WCW/ds
Encl.

[illegible] 1 - 1948

NOTED
H.G.SMITH

FORM E-30 25M 3-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7, 1948

SUBJECT:

To:

Mr. W. C. Williams
Asst. State Highway Engineer
Office

Dear Sir:

I am attaching hereto five copies of an amendatory agreement providing for the payment of $317.66 as an adjustment covering the elimination of one 5½' x 6½' box culvert on the Gardner Ranch-Berger Ranch Contract No. 2820. These agreements have been executed by the contractor and are now ready for submission to the Commission.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

W. C. WILLIAM

EAP:ER

Enc.

CHAS. T. PARKER
CARL A. SCHRAM

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

BUILDERS EXCHANGE BUILDING
PORTLAND 4, OREGON

December 31, 1947

H. G. Smith
Construction Engineer
State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Complying with the request in your letter of November 14th, we are returning herewith all five copies of Amendatory Agreement providing for payment of $317.66 as an adjustment covering the elimination of one 5½' x 6½' box culvert from our Contract No. 2820 for grading the Gardner Ranch-Berger Ranch Section of the Sunset Highway in Washington County, all properly executed on behalf of this firm as of November 20, 1947 and approved by the Glens Falls Indemnity Company as surety.

We regret the delay in returning these documents due to our inability to more promptly obtain the signature of one of the partners of this firm required for completion thereof. Kindly return one copy of the Agreement for our files after signature by the State Highway Commission.

Yours very truly,

PARKER-SCHRAM COMPANY

By C.A.Schram

Encl.

CAS:sc

JAN 1 - 1948

AGREEMENT

THIS AGREEMENT, made and entered into this 20th day of November, 1947, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State," party of the first part, and PARKER-SCHRAM COMPANY, a co-partnership, hereinafter called the "Contractor," party of the second part;

WITNESSETH:

RECITALS:

1. These parties heretofore, on the twenty-seventh day of June, 1946, entered into a written agreement for the construction of 4.43 miles of highway roadbed on the Barnes Road-Berger Ranch Section of the Sunset Highway in Washington County, Oregon, identified as State Contract No. 2820, by the terms of which agreement the Contractor agreed to perform certain work pursuant to the specifications and provisions incorporated in said agreement, and the State, in consideration of satisfactory performance of said work on the part of the Contractor according to said specifications and provisions, agreed to pay the Contractor compensation to be computed on the unit prices fixed in said contract.

2. Said agreement provided, along with other work, the item of "Class A Concrete in Box Culverts" in the amount of 234 yards, which included two 5½' x 6½' concrete box culverts.

3. The State, however, by agreement with the property owner found it possible to eliminate one of the box culverts which was to be used as a stockpass.

4. The Contractor claims that the bid price for this item was based upon the fact that the same form panels could be used for both units and that the forms had been designed with this in mind. The Contractor therefore contends that it is entitled to compensation for a prorated share of the cost of the construction of the second unit and, in support of said claim, has furnished an itemized statement showing that the cost of the panels which the company intended to use twice, but by reason of the elimination of one culvert could use only once, was $495.66. Of this amount the Contractor claims it should be reimbursed fifty percent, or $247.83. In addition, it purchased additional lumber in the amount of $209.48 which the Contractor anticipated using three times but could use only twice, by reason of said change. Therefore, the Contractor requests reimbursement for one-third, or $69.83, making a total of $317.66.

5. The State has examined the Contractor's books and is of the opinion that if the Contractor had originally known there would be only one box culvert instead of two its bid price for said item would have been raised commensurate with the decreased amount.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is hereby mutually agreed by and between the parties hereto as follows:

1. The Contractor consents that one of said box culverts may be eliminated from said contract.

2. The State agrees to pay and the Contractor agrees to accept the sum of $317.66 as an adjustment for the elimination of the one box culvert.

3. It is understood and agreed that said payment shall be accepted by the Contractor as full, complete, and final payment for all claims arising out of the elimination of the one box culvert.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day and year first above written.

ATTEST:

____
Secretary

APPROVED:

____
State Highway Engineer

APPROVED:

J M Devers
Chief Counsel

STATE OF OREGON, by and through its
State Highway Commission

By ______________________
As Chairman

By ______________________
As Commissioner

By ______________________
As Commissioner

Party of the First Part

Executed in the presence of:

U. B. Woolscott

E. H. Sherman

PARKER-SCHRAM COMPANY

By Chas T Parker

[illegible]

By ______________________

Party of the Second Part

JMD:EW
11/12/47

AGREEMENT AND CONSENT OF SURETY

KNOW ALL MEN BY THESE PRESENTS that in consideration of the mutual benefits and advantages accruing to the above named contractor and the undersigned surety by reason of the terms, conditions and agreements of the foregoing modification of contract, the undersigned surety hereby agrees and consents to the said modifications of and changes in the terms of the original contract entered into by and between the parties thereto, and hereby agrees that the bond written by the undersigned in connection with said original contract, including any prior modifications thereof, shall remain in full force and effect and shall apply to and cover the modifications and changes above set forth in the same manner as applicable to said original contract.

Signed and sealed this 20th day of November, 1947.

Countersigned:

RODGERS [illegible]

Georgiana Dennis

GLENS FALLS INDEMNITY COMPANY

Frank [illegible]

attorney

ED

FILING

R. H. Baldock

September 2nd, 1948

Gardner Ranch-Berger Ranch
Contract #2820

7-186 (12)

FINAL COST ANALYSIS
Grading
Parker-Schram, Contractors
R. L. Porter, Resident Engineer

Sunset Highway
Prefix 34-1048

~~Item~~ 2820	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing		All			$6,450.34	$12,500.00
Special Ditch Excav., Unclass.	47,213.3	Cu. Yd.	$0.33	$0.45	15,684.50	21,245.99
Struct. Excav., Unclass.	1,169.39	" "	0.76	2.00	888.35	2,338.78
General Excav., Unclass.	206,787.7	" "	0.226	0.19	46,732.68	39,289.66
Overhaul	234,934	Yd. Sta.	0.01	0.01	2,349.34	2,349.34
Truck Haul	71,610.8	Yd. Mi.	0.20	0.16	14,322.16	11,457.73
Rounding Cutbanks	11,075.8	Lin. Ft.	0.04	0.12	496.17	1,329.10
Finishing Roadbed & Slopes	4.43	Mile	464.15	500.00	2,056.26	2,215.00
12" Concrete Pipe	829	Lin. Ft.	1.08	1.50	893.19	1,243.50
18" " "	909	" "	2.33	2.75	2,118.88	2,499.75
24" " "	117	" "	3.30	4.00	385.76	468.00
30" " "	645.2	" "	4.28	4.90	2,761.25	3,161.48
36" " "	100	" "	5.06	6.75	505.92	675.00
36" Ext. Str. Conc. Pipe	2,713.4	" "	6.91	7.40	18,737.52	20,079.16
8" Concrete Drain Pipe	787.5	" "	0.47	0.65	372.89	511.88
12" Perf. Conc. Drain Pipe	366	" "	1.80	1.50	660.07	549.00
Gravel Backfill in Drains	71	Cu. Yd.	4.18	5.00	297.10	355.00
Class "A" Concrete in Box Culvert	160.83	" "	46.26 ~~42.26~~	42.50	7,440.07	6,835.28
Class "A" Concrete in Manholes	40.61	" "	84.32	55.00	3,424.16	2,233.55
Metal Reinforcement	33,382	Lbs.	0.075	0.09	2,568.11	3,004.38
Special Conc. Catch Basins	1	Each	129.20	150.00	129.20	150.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Concrete Catch Basins	6	Each	$50.00	$50.00	$300.00	$300.00
3"-0" Mat'l. in Surfacing	4,916	Cu. Yd.	2.56	4.10	12,567.97	20,155.60
3/4"-0" Mat'l. in Surfacing	1,147	" "	3.83	4.75	4,394.24	5,448.25
Sprinkling	226.7	M/Gal.	2.38	2.50	540.00	566.75
PA #1, 6" Conc. Sewer Pipe	503	Lin. Ft.	0.51	0.60	256.63	301.80
PA #2, Cement Adjustment in Favor of State	- 2.91	Bbl.		2.64		- 7.69
Force Account					1,037.20	1,106.76
					$148,369.95	$162,363.05

Gross Revenue	$162,363.05
Total Cost	148,369.95
Net Profit	$13,993.10

Net Profit Equals 8.6% of Gross Revenue

Gardner Ranch-Berger Ranch

Detail of Cost

Labor:

Supervision	$3,022.50	
Labor	46,979.38	
State Industrial Accident Insurance	1,799.31	
State Unemployment Insurance	856.07	
Social Security	500.02	
		$53,157.28

Materials:

6" Concrete Sewer Pipe	503	lin. ft. at $0.21	$105.63	
8" Concrete Drain Pipe	788	" " " 0.32	252.16	
12" Perf. Conc. Drain Pipe	366	" " " 0.84	307.44	
12" Concrete Culvert Pipe	831	" " " 0.75	623.25	
18" Concrete Culvert Pipe	909	" " " 1.54	1,399.86	
24" Concrete Culvert Pipe	117	" " " 2.14	250.38	
30" Concrete Culvert Pipe	645	" " " 2.90	1,870.50	
36" Concrete Culvert Pipe	100	" " " 3.85	385.00	
36" Extra Strength Culvert Pipe	2,714	" " " 4.35	11,805.90	
Transit Mix Concrete	175.25	cu. yd. " 10.25	1,796.31	
Transit Mix Standby Time		$5.00 per hour	48.27	
Reinforcing Steel	33,382	lbs. at 0.0473	1,578.97	
Concrete Aggregate	52	cu. yd. at 3.00	156.00	
Cement	96.25	bbl. at 2.64	254.01	
3"-0" Pit Run Gravel	4,916	cu. yd. at 2.00 del. on job	9,832.00	
3/4"-0" Crushed Gravel	1,147	cu. yd. at 3.15 del. on job	3,613.05	
Manhole Rings & Covers	5	each at 28.00	140.00	
				34,418.73

Equipment Rental & Miscellaneous Expense:

Equipment Rental, Owned	$40,279.00	
" " , Hired	2,059.37	
Gas, Oil & Grease	4,590.00	
Move In, Freight & Cartage	2,588.24	
Miscellaneous Supplies & Small Tools	2,629.11	
Form Lumber	563.24	
P.U.C.'s	264.98	
Explosives	140.70	
Bond & Insurance	1,302.30	
Home Office & General Overhead	6,377.01	
		60,793.95

Total Cost $148,369.96

Gardner Ranch-Berger Ranch

Remarks:

This contract required the grading of a 4.3-mile section of the Sunset Highway. It was bid on June 27th, 1946; the contractor started work on July 29th, 1946, and completed the project on September 25th, 1947.

Clearing work was accomplished with cats and brush dozers and a hand labor crew. The excavation, which was all common, was moved by various methods. For the bulk of the work cats and carryall units ranging from 12- to 28-yard capacity were used. A 48-inch elevating grader loaded into 13-yard Euclid hauling units and eventually some of the wet cuts were worked with a 1½-yard dragline loading into the Euclids. As on the other grading contracts in this vicinity, excessive moisture in the subsoil greatly hampered the work. After the top 6 feet of the cuts was removed, the wet material remaining dried very slowly and it was necessary to shift equipment frequently from one cut to another. The contractor was unable to complete the grading during the first year, the work being suspended on November 15th, 1946, and resumed on May 15th, 1947. The loss on the roadbed excavation was due to the extremely wet condition of the material.

On the 47,000 cu. yds. of special ditch excavation the contractor used cats and carryalls for removing the top 6 feet and the rest of the material was excavated by two dragline shovels, one of 2½-yard capacity and the other a 1½-yard shovel. The 1½-yard dragline also was used for placing the 36-inch concrete pipe. Cuts and dozers were used for backfilling the ditch. The dragline shovels used were old machines and as a depreciated rental rate was allowed on them, the item shows a fair profit for the contractor.

Surfacing rock was secured from various commercial sources, including two belonging to the grading contractor. As these items were bid rather high they show a substantial profit.

The contract shows a small profit derived principally from the clearing, pipe and surfacing items. Most of the equipment was old but repair costs were not unduly high and the progress of the work was fair considering the wet grading conditions.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

FORM E-123 10M 2-46

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

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AGENDA
APR 19 1948

1-2

F-186 (12)

Apr. 9, 1948

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Mr. Glaisyer: Re: File 6509, Imbrie.

Please place upon the agenda for consideration, the claim of James H. Imbrie for additional compensation for an easement in connection with the Gardiner Ranch-Berger Ranch Section of the Sunset Highway.

This claim has my favorable recommendation, and it is set forth in a copy of the letter attached, the original of which went out to the Commission today.

Yours very truly,

J. M. DEVERS

By G. W. Neuner
G. W. NEUNER
Assistant Counsel

GWN:FRC

R. E.

T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Apr. 9, 1948

To Members of the Oregon
State Highway Commission:

Gentlemen:

There will be on the agenda for consideration by you, my recommendation that the Commission pay $3000.00 to James H. Imbrie in settlement of a claim which he has presented to the Commission. This claim has a rather long history, and I desire to briefly point out its basis.

In connection with the construction of the Gardiner Ranch-Berger Ranch Section of the Sunset Highway, the Commission acquired right of way from Mr. Imbrie, and in addition, acquired an easement for the construction of a ditch for the drainage of the Merrill Grade Separation involving the Oregon Electric and a County Road. This easement provided for a width of 10 feet and a length of some 2100 feet, extending across the cultivated fields of Mr. Imbrie. The easement granted the State the privilege of placing manholes in the pipe line, provided that the manholes should be placed at least 12 inches under the surface. The easement further granted the privilege of placing excavated material outside the limits of the easement, provided the dirt be replaced in the ditch after a 36-inch pipe was installed. The easement further provided that the drain pipe was to be placed at least two feet under the surface of the land. For this easement, Mr. Imbrie was paid the sum of $400.00.

In connection with the taking of the easement, this office gave to Mr. Imbrie a letter by which the State undertook to compensate Mr. Imbrie for any damage done to crops growing on the land on which the dirt might be deposited.

The Right of Way Agent who negotiated the option was Mr. W. F. Collins. At the time of the negotiations, he did not have a copy of the construction plans, and was not aware of the extent of the construction plans. When the contractor entered possession of the property for the purpose of constructing the drainage facilities, it appeared that a portion of the pipe would be laid at a depth of some 36 feet, and, I believe, a minimum depth of approximately eight feet. This necessitated an excavated width of as much as 37 feet. In so doing, material was deposited, and machinery was operating on an area of not less than 100 feet in width.

Mr. William G. Hare, as attorney for Mr. Imbrie, at this point threatened to enjoin the construction. I prevailed upon him to permit the contractor to pursue his work, which was done. This action was taken upon my representation that whatever damages ensued to Mr. Imbrie would be given favorable consideration.

Mr. Imbrie has heretofore submitted a claim in the amount of $4378.75. The claim received the careful consideration of the Engineering Department, and we enlisted the services of a soil specialist. We have now been able to effect a compromise of the claim in the amount of $3000.00. Had both Mr. Imbrie and Mr. Collins known of the extent of the construction at the time of the original negotiation for the easement, I am satisfied that the sum of $3400.00 would have been reasonable as compensation, being the amount of the claim plus the amount paid for the easement.

Mr. Imbrie has been fair in his dealings with the State. We have in our possession a fully executed release of all claims and liability of the State, including its contractor, and I recommend that the Commission give favorable consideration to the payment of Mr. Imbrie's claim in the amount of $3000.00.

Yours very truly,

FRC

J. M. DEVERS

RECEIVED
APR 7 1948
FOR FILING

[illegible]

#2820

[illegible]

Salem, Oregon
April 6, 1948

Mr. R. H. Baldock

Main basis of $3,000 claim recommended is approximately $2,000 for loss of crop on approximately 20 acres at $100 per acre, plus $1,000 damages to land for future crops by reason of clay materials placed on owners' property and compacted into top soil. This has been under consideration for two years and I believe payment of the $3,000 is better than going to court.

W. C. Williams

Form E-1—5M—8-47

F-186(12)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 13, 1948

Section GARDINER RANCH-BERGER RANCH

Kind of work Grading

Highway SUNSET

Section prefix 34-1048

Contractor PARKER-SCHRAM COMPANY

Contract number 2820

Date of Contract June 29, 1946

Date of completion April 30, 1947 Ext. 9/25 47

Date work started July 29, 1946

Estimated date of completion Sep. 25, 1947

Amount of contract $ 173,640.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 180,568.12

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 11,460.00, 110 %

Date project was completed Sep. 25, 1948

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final estimate is now completed and checked. There remains about 2 days work to complete the final map and profile.

NOTED
E. A. PEASE

NOTED
H. W. LIBBY

RECEIVED
MAR 16 1948
OFFICE OF
[illegible] ENGINEER

NOTED
E. M. BOOTH

Signed R. L. Porter

Address PO Box 4644, Portland 18

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.45				
Miles partially completed					
Miles completed	4.45				
Total estimated quantities	222,000 cy				
Estimated quantities moved or placed to date	210,000 cy				
Average daily quantities	1,900 cy				
Average daily quantities necessary to complete project on time	completed				
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..................County, ...%; ....County, ...%; ....County, ...%; ....County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels.........., Power graders.........., Rollers.........., Mixers.........., Crushing or screening plants..........

Compressors.........., Bulldozers.........., Sheep-foot rollers.........., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Rain		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Showers		
Saturday	Cloudy		

RECEIVED
MAR 5 1948
FOR FILING

F-186(12)

March 4, 1948

Mr. C. A. Schram
Parker-Schram Company
Builders Exchange Building
Portland 4, Oregon

Dear Mr. Schram:

In your letter of February 26, 1948, which I received on Monday of this week, you inquire concerning a communication that I sent to the Glens Falls Indemnity Company concerning your contract No. 2820 for construction of the Gardner Ranch-Berger Ranch Section of the Sunset Highway.

I enclose a copy of that letter, which is only a notification that we are about to release to you a semi-final payment in connection with this work. The payment is in the amount of $8,240.28 and reduces the retained percentage to three percent of the total amount that you have earned in connection with this job.

Notification to bonding companies of such payments is not a new procedure with the State Highway Department but is a practice that has been followed ever since I have been connected with the State Highway Department, which is almost 29 years.

The purpose of the notification is to bring to the bonding company's attention the fact that the contract is completed and that final payment in connection therewith will be made within a short time, thus allowing the bonding company to make such investigations as it might desire. It is not intended to cast any reflections whatsoever on the contractor's standing with the State Highway Department.

If the above explanation does not clarify the matter for you, please let me know and I will endeavor to supply additional information that may be necessary.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee
Enc.

CHAS. T. PARKER
CARL A. SCHRAM

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

BUILDERS EXCHANGE BUILDING
PORTLAND 4, OREGON

February 26, 1948

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Mr. Arthur Colomb, Superintendent, Pacific Coast Bonding Department, Glens Falls Indemnity Company, San Francisco, transmitted to this office copy of his air mail letter of January 21st to you acknowledging receipt of letter from the Commission to his Glens Falls Office under date of January 15, 1948 pertaining to our Contract No. 2820 for 4.43 miles of grading on the Gardner Ranch-Berger Ranch section of the Sunset Highway.

We did not receive a copy of your letter referred to above and inasmuch as this contract was completed last September and we were granted the full time required for our operations, we are somewhat curious to know the reason that would occasion your writing the Bonding Company concerning this project. If you care to do so, we will be pleased to have you satisfy our curiousity in this matter.

Thanking you in advance for your courtesy, we are

Yours very truly,

PARKER-SCHRAM COMPANY

By CASchram

CAS:sc

ANSWERED
H. B. GLAISYER

RECEIVED
MAR 1 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 14 1947
FOR FILING

F 186 (21)

November 13, 1947

Parker-Schram Company
217 Builders Exchange Bldg.
Portland 4
Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 21, 1947, had under discussion your request for an extension of time of 58 days, from July 29 to September 25, 1947, within which to complete your contract No. 2820 for grading on the Gardner Ranch-Berger Ranch Section of the Sunset Highway, in Washington County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was based upon the recommendation of the State Highway Engineer and his report, which considered but did not necessarily adopt either or any of the reasons stated in your request.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton

NOTED ON CARD

11-13-47 gl

W

RECEIVED
FOR FILING

F-17c (12)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1947

Adm
Insurance
Property Damage

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

Indexed
Alphabetically

Imbrie, James H.

Dear Mr. Williams:

I have your letter of the seventh to which you attached a letter from Mr. Imbrie. I think what Mr. Imbrie is talking about is some crop damage which is a right of way matter and which we have postponed until the work involved in restoring his land was completed. Now that you have advised me that that has been done we will have Mr. Collins, who negotiated with Mr. Imbrie in the first place, call on Mr. Imbrie to try to adjust his crop loss and damage.

Yours very truly,

J M Devers
J. M. DEVERS

NOTED
W. C. WILLIAMS

JMD:avh

ECEIVED
NOV 10 1947
FOR FILING

F-146(12)

Salem, Oregon
November 7, 1947

Mr. J. M. Devers
Chief Counsel
Office

I hand you herewith letter received from James H. Imbrie of Hillsboro. It was across Mr. Imbrie's property that the State installed a long drainage system and in excavating for the sewer an area of cultivated land, approximately 100 ft. in width, was used. Mr. Imbrie objected quite strenuously to our work at the time stating that the contractor's operations would compact the ground so that it would not be suitable for farming operations. He also claims damage by reason of loss of crop for one year.

After the contractor had completed the back filling of the drainage pipes and other work on Mr. Imbrie's property he scarified all of the area over which he had worked to loosen the compacted ground and then smoothed it over. It is my belief that the ground is in as good a shape now as before the contractor entered upon the property. This however you might have checked by one of your men.

As to loss of crop on the area used by the contractor, I presume Mr. Imbrie has a just claim. I do point out the fact, however, that for the next 10 or perhaps several more years Mr. Imbrie will be permitted to use the wide right of way through his property for crop purposes. It is my recollection that some four acres will be available for his use and over a period of say ten years this is the equivalent of forty acre years as against the approximate six acres on which he is now claiming damage by reason of loss of crop. In following upon this matter please feel free to call upon me if there are any engineering details that you would like to have furnished.

W. C. Williams

WCW:bb

RECEIVED
NOV 6 1947
FOR FILING
F-116 (12)
2220

November 6, 1947

Mr. C. A. Schram
Parker-Schram Company
Builders Exchange Building
Portland 4, Oregon

Dear Mr. Schram:

Reference is made to your letter of September 30 concerning the granting of extensions of time by the State Highway Commission, with particular reference to the clause in my letter to you dated August 1 in which I stated that the Commission's action was not based on the reasons for failure to complete the project within the specified time limit given in your application.

I don't believe that you need to be seriously concerned with that statement because the State Highway Commission does give consideration to the reasons stated by contractors for their failures to complete the projects within the specified time limits, although that is done indirectly through the Engineer's reports and recommendations when these matters come up for discussion.

The Commission keeps in close touch with labor and material conditions and appreciates the fact that there are times when it is difficult to obtain them; however, its action in passing on requests for extensions of time must necessarily be based on the reports and recommendations of the Engineer, who is in close touch with every project. The Engineer's recommendations, of course, are based on actual conditions and include consideration of the reasons given by the contractors for failure to complete their projects within the time limit specified in the contracts.

In my letter of August 1 it was not my intention to infer that the reasons given by the contractors are not considered in passing on requests for extensions of time. In the future the paragraph will be reworded to show that the reasons given by the contractor are considered by the Engineer in making his report and recommendation to the Commission. I am sorry that my previous letter was so written as to be misconstrued, and I wish to thank you for calling the matter to my attention.

With kindest regards, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

Carl A. Schram

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

Builders Exchange Building
Portland 4, Oregon

September 30, 1947

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Reference is made to your letter of August 1st advising that the State Highway Commission had granted our request for an extension of 90 days in the time allowed for completion of our Contract No. 2820 for grading the Gardner Ranch-Berger Ranch Section of the Sunset Highway in Washington County, but that

> "such action was not based on the reasons given in your application for failure to complete the project within the specified time limit."

Although the substitute reasons that prompted the favorable consideration of our request were not stated and may have also been adequate, we would consider ourselves derelict in our duty to pass without comment even a remote intimation that the causes for delay set forth in our application were not true, proper, sound and consequently justifiable basis for time extension.

ANSWERED
H. B. GLAISYER

If memory serves correctly, Aristotle is credited with having appropriately written centuries ago that

> "One swallow does not make spring
> Nor does one fine day"

and by the same sign in our opinion, neither does a mere statement by the Commission that the shortage of labor and materials resulting from the war-time emergency no longer exists, create such a Utopian condition. Rather it would indicate to us that either the Commission has been incorrectly advised or it has had no occasion during the current construction season to acquire new tractors, patrol graders or even transportation units, or to inquire as to the earliest factory shipping date on an 80 D Shovel for instance, or to rent such equipment, or to obtain capable skilled operators, mechanics or foremen, or even attempt to secure reasonably prompt delivery of such minor needed construction items as concrete, reinforcing steel, structural steel, galvanized pipe, wood pipe, structural grade lumber, motors, equipment repair parts or many other materials that we could enumerate.

We have filed request with the Resident Engineer for a further 60 day extension or to September 27th for completion of our above contract, necessitated because of the failure of other contractors operating under separate contracts with the State to complete three concrete bridge and undercrossing structures within the limits of the project in time to permit earlier completion of adjacent road grade fills. This situation is fully covered on Page 17 of the Special Provisions of our contract, as follows:

> "In case the ends of the structures are not completed as expected, and, due entirely to that reason, it becomes impossible for the grading contractor to complete the work to be done under this contract within the specified time limit, the time for the completion of the work will be extended by whatever number of days the work is delayed on that account."

In view of the fact that our experience, which is fairly extensive, indicates the incorrectness of the conclusions asserted by the Commission as conveyed both in your circular letter of June 25, 1947, and in your letter to us under reply, that, in substance, we have now returned to normalcy, it was our thought that we should write you and advise you of our such experience and opinion. Surely the Commission is not undertaking to decide in advance the question of whether a contractor is delayed on any particular job, either now in progress or which may come up in future, by reason of causes beyond his control or jurisdiction. Surely contractors, having contracted with the State Highway Department, may still look forward with confidence to receiving from such Department the same fair-minded consideration, applicable to each particular job, which they--and we-- have learned to expect from said Department. On this assumption, we certainly must retain the privilege, if and when occasions should arise in the future where an extension of time is required for completion of State Highway contracts, by virtue of matters beyond our control, to make appropriate requests for such extensions, based on the actual conditions that are responsible for the delay.

With kindest personal regards, we are

Yours very truly,

PARKER-SCHRAM COMPANY

By C A Schram

CAS:sc

RECEIVED
OCT 3 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 15 1947
FOR FILING

F-186 (12)

October 10, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time from September 1 to September 25, 1947, on the Gardiner Ranch-Berger Ranch Section of the Sunset Highway, F-186 (12) to Parker-Schram Company, contractors.

Due to the failure of other contractors operating under separate contracts for building of structures on this project, Parker-Schram Company was unable to complete within the specified time limit as extended. In the special provisions of the contract, it was provided that in the event the ends of the structure were not completed as expected and, due entirely to that reason, it became impossible for the grading contractor to complete the work within the specified time limit, the time for the completion of the work would be extended by whatever number of days the work is delayed on that account.

I would recommend the granting of this extension without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
AUG 4 1947
FOR FILING

F-186 (12)

August 1, 1947

Parker-Schram Company
217 Builders Exchange Bldg.
Portland 4
Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 22, 1947, had under discussion your request for an extension of time of 90 days, from April 30 to July 29, 1947, within which to complete your contract No. 2820 for the Gardner Ranch-Berger Ranch Section of the Sunset Highway, in Washington County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Also I wish to bring to your attention action taken by the Highway Commission at its meeting on June 16, 1947, with respect to the matter of allowing contractors extensions of time for completion of their work. You will recall that during the wartime emergency, when there was a shortage of labor and materials, the Commission was very lenient and granted all requests for extensions of time without penalty. The Commission considers that the conditions which prompted such action no longer exist and in view thereof decided to penalize contractors for failure to complete their projects within the specified time limit, unless there is some special reason why the work could not be completed within such period. I do not know just what penalty will be imposed, but mention the action of the Commission so that you will be informed and can take such action as may be necessary to avoid it.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
8-1-47

HBO:gl

cc: W. C. Williams

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
PORTLAND 8, OREGON

RECEIVED
JUN 13 1947
FOR FILING

F-186 (12)

May 28, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-186(12)
Gardner Ranch-Multnomah Co.
Line Section Sunset Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Dates shown in the first WHEREAS paragraph are in accordance with the provisions of G.A.M. 315, that the program documents are to be considered as the required project statement.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based together with approved plans and title sheet covering the first roadway contract and its proposal form and plans for the Rock Creek and Merle Undercrossing bridges. Other approved P.S.&E. have been previously returned to you.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
MAY [illegible] 1947
STATE HIGHWAY COMMISSION

RECEIVED
JUN 11 1947
FOR FILING

F-186 (12)

May 2, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Gardner Ranch-Multnomah County Line Section, Project No. F-186 (12).

[illegible]

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:lh

Encl.

Oregon State Highway Department

Federal Aid Project
No. F-126 (12)

GARDNER RANCH-MULTNOMAH COUNTY LINE SECTION
OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 24, 1947

Grading (Sta. 2705+00 to 2940+00) (Contract No. 2820)

All Required		Clearing and Grubbing		$ 12,500.00
46,600	cu. yds.	Special Ditch Excavation, Unclassified	$ 0.45	20,970.00
1,900	cu. yds.	Structural Excavation, Unclassified	2.00	3,800.00
222,000	cu. yds.	General Excavation, Unclassified	0.19	42,180.00
218,000	yd. sta.	Overhaul	0.01	2,180.00
91,000	yd. mi.	Truck Haul	0.16	14,560.00
16,000	lin. ft.	Rounding Cutbanks	0.12	1,920.00
4.43	miles	Finishing Roadbed and Slopes	500.00	2,215.00
1,390	lin. ft.	12" Concrete Pipe	1.50	2,085.00
780	lin. ft.	18" Concrete Pipe	2.75	2,145.00
70	lin. ft.	24" Concrete Pipe	4.00	280.00
700	lin. ft.	30" Concrete Pipe	4.90	3,430.00
90	lin. ft.	36" Concrete Pipe	6.75	607.50
3,020	lin. ft.	36" Extra Strength Concrete Pipe	7.40	22,348.00
300	lin. ft.	8" Concrete Drain Pipe	0.65	195.00
500	lin. ft.	12" Perforated Concrete Drain Pipe	1.50	750.00
60	cu. yds.	Rock or Gravel Backfill	5.00	300.00
234	cu. yds.	Class "A" Concrete in Box Culverts	42.50	9,945.00
48	cu. yds.	Class "A" Concrete in Manholes	55.00	2,640.00
44,500	lbs.	Metal Reinforcement	0.09	4,005.00
4	only	Concrete Catch Basins	50.00	200.00
1	only	Special Concrete Catch Basin	150.00	150.00
4,100	cu. yds.	3" - 0" Material in Surfacing	4.10	16,810.00
1,500	cu. yds.	3/4" - 0" Material in Surfacing	4.75	7,125.00
120	M-Gals.	Sprinkling	2.50	300.00
				$173,640.50

Grading (Sta. 3147+00 to 3283+50) (Contract No. 2892)

All Required		Clearing and Grubbing		$ 7,000.00
5,000	sq. yds.	Removal of Pavement	$ 0.50	2,500.00
2,400	cu. yds.	Structural Excavation, Unclassified	4.00	9,600.00
200	cu. yds.	Trench Excavation, Unclassified	2.00	400.00
72,000	cu. yds.	General Excavation, Location "A", Unclassified	0.32	23,040.00
80,000	cu. yds.	General Excavation, Location "B", Unclassified	0.86	68,800.00
450,000	yd. stas.	Short Overhaul	0.015	6,750.00
5,000	C-yd. stas.	Long Overhaul	0.50	2,500.00
9,800	lin. ft.	Rounding Cutbanks	0.12	1,176.00
2.52	miles	Finishing Roadbed and Slopes	650.00	1,638.00
10,000	cu. yds.	Excavating and Placing Topsoil	1.00	10,000.00
2,000	yd. mi.	Truck Haul on Topsoil	0.25	500.00
1,800	lin. ft.	8" Corr. Metal Drain Pipe	1.40	2,520.00
380	lin. ft.	18" Corr. Metal Pipe	2.75	1,045.00
50	lin. ft.	24" Corr. Metal Pipe	4.00	200.00
60	lin. ft.	48" Corr. Metal Pipe	10.00	600.00
1,300	lin. ft.	12" Concrete Pipe	1.35	1,755.00
500	lin. ft.	18" Concrete Pipe	2.75	1,375.00
900	lin. ft.	24" Concrete Pipe	4.20	3,780.00
300	lin. ft.	Salvaging Culvert Pipe	1.50	450.00
2	only	Type "A" Manholes	300.00	600.00
20	only	Concrete Catch Basins	60.00	1,200.00
24	only	Concrete Inlets	60.00	1,440.00
740	cu. yds.	Concrete Curbs	45.00	33,300.00
478	cu. yds.	Concrete Median Strips and Islands	45.00	21,510.00
360	lin. ft.	Spring Bracket Guard Rail With Wood Posts	2.50	900.00
35	cu. yds.	Class "A" Concrete in Pole Foundations	60.00	2,100.00
4,400	lin. ft.	1" Electrical Conduit	0.50	2,200.00
2,100	lin. ft.	1½" Electrical Conduit	0.62	1,302.00
All Required		Constructing Recesses for Traffic Control Markers		500.00
				$210,681.00
		Subtotal		$384,321.50
		10% Engr. & Cont.		38,432.15
		Total		$422,753.65

Rock Creek Bridge (Sta. 2885+55 to 2886+55) (Contract No. 2853)

All Required		Shoring, Cribbing, Etc.		$ 5,500.00
170	cu. yds.	Structural Excavation	$ 10.00	1,700.00
10	cu. yds.	Structural Excavation Below Elevations Shown	15.00	150.00
1,700	lin. ft.	Furnish Piling	0.75	1,275.00
32	only	Drive Piling	50.00	1,600.00
210	cu. yds.	Class "A" Concrete	44.00	9,240.00
44,000	lbs.	Metal Reinforcement	0.10	4,400.00
220	lin. ft.	Metal Handrail	9.00	1,980.00
				$ 25,845.00

County Road Undercrossing Structure (Sta. 2836+89.25) (Contract No. 2853)

All Required		Shoring, Cribbing, Etc.		$ 7,000.00
310	cu. yds.	Structural Excavation	$ 8.00	2,480.00
20	cu. yds.	Structural Excavation Below Elevations Shown	10.00	200.00
5,000	lin. ft.	Furnish Treated Piling	1.50	7,500.00
96	only	Drive Piles	50.00	4,800.00
454	cu. yds.	Class "A" Concrete	44.00	19,976.00
109,000	lbs.	Metal Reinforcement	0.10	10,900.00
525	lin. ft.	Metal Handrail	9.00	4,725.00
				$ 57,581.00

Cedar Hills Overcrossing Structure (Sta. 3191+75 to 3193+05.0) (Contract No. 2892)

All Required		Shoring, Cribbing, Etc.		$ 5,000.00
525	cu. yds.	Excavation for Bridge Structures	$ 5.00	2,625.00
50	cu. yds.	Excavation Below Elevations Shown	10.00	500.00
880	cu. yds.	Class "A" Concrete in Bridge Structures	56.00	49,280.00
158,000	lbs.	Metal Reinforcement	0.10	15,800.00
				$ 73,205.00

Canyon Road Overcrossing Structure (Sta. 3277+07.25 to 3279+27.25) (Contract No. 2892)

22	cu. yds.	Concrete Median Strips and Islands	$ 45.00	$ 990.00
All Required		Shoring, Cribbing, Etc.		6,000.00

710	cu. yds.	Excavation for Bridge Structures	$ 5.00	$ 3,550.00
60	cu. yds.	Excavation Below Elevations Shown	10.00	600.00
6,500	lin. ft.	Furnish Treated Piling	1.50	9,750.00
175	only	Drive Piles	60.00	10,500.00
1,060	cu. yds.	Class "A" Concrete in Structures	56.00	59,360.00
176,000	lbs.	Metal Reinforcement	0.10	17,600.00
460	lin. ft.	Metal Handrail	10.00	4,600.00
				$112,950.00

Subtotal	$269,581.00
10% Engr. & Cont.	26,958.10
Total	$296,539.10

Length of Roadway	6.952 miles
Length of Structures	.085 mile
Total Length	7.037 miles
Cost per mile, Roadway	$60,810.36

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$422,753.65	$229,217.00	$193,536.65
Structures	296,539.10	160,783.00	135,756.10
	$719,292.75	$390,000.00	$329,292.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. F-186 (12)

GARDNER RANCH-MULTNOMAH COUNTY LINE SECTION
OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 24, 1947

Grading (Sta. 2705+00 to 2940+00)(Contract No. 2820)

All Required		Clearing and Grubbing		$ 12,500.00
46,600	cu. yds.	Special Ditch Excavation, Unclassified	$ 0.45	20,970.00
1,900	cu. yds.	Structural Excavation, Unclassified	2.00	3,800.00
222,000	cu. yds.	General Excavation, Unclassified	0.19	42,180.00
218,000	yd. stas.	Overhaul	0.01	2,180.00
91,000	yd. mi.	Truck Haul	0.16	14,560.00
16,000	lin. ft.	Rounding Cutbanks	0.12	1,920.00
4.43	miles	Finishing Roadbed and Slopes	500.00	2,215.00
1,390	lin. ft.	12" Concrete Pipe	1.50	2,085.00
780	lin. ft.	18" Concrete Pipe	2.75	2,145.00
70	lin. ft.	24" Concrete Pipe	4.00	280.00
700	lin. ft.	30" Concrete Pipe	4.90	3,430.00
90	lin. ft.	36" Concrete Pipe	6.75	607.50
3,020	lin. ft.	36" Extra Strength Concrete Pipe	7.40	22,348.00
300	lin. ft.	8" Concrete Drain Pipe	0.65	195.00
500	lin. ft.	12" Perforated Concrete Drain Pipe	1.50	750.00
60	cu. yds.	Rock or Gravel Backfill	5.00	300.00
234	cu. yds.	Class "A" Concrete in Box Culverts	42.50	9,945.00
48	cu. yds.	Class "A" Concrete in Manholes	55.00	2,640.00
44,500	lbs.	Metal Reinforcement	0.09	4,005.00
4	only	Concrete Catch Basins	50.00	200.00
1	only	Special Concrete Catch Basin	150.00	150.00
4,100	cu. yds.	3" - 0" Material in Surfacing	4.10	16,810.00
1,500	cu. yds.	3/4" - 0" Material in Surfacing	4.75	7,125.00
120	M-gals.	Sprinkling	2.50	300.00
				$173,640.50

Grading (Sta. 3147+00 to 3283+50)

All Required		Clearing and Grubbing		$ 3,000.00
5,000	sq. yds.	Removal of Pavement	$ 0.60	3,000.00
2,400	cu. yds.	Structural Excavation, Unclassified	3.00	7,200.00
200	cu. yds.	Trench Excavation, Unclassified	3.00	600.00
72,000	cu. yds.	General Excavation, Location "A", Unclassified	0.30	21,600.00
80,000	cu. yds.	General Excavation, Location "B", Unclassified	0.85	68,000.00
450,000	yd. stas.	Short Overhaul	0.02	9,000.00
5,000	C-yd. stas.	Long Overhaul	0.40	2,000.00
9,800	lin. ft.	Rounding Cutbanks	0.15	1,470.00
2.52	miles	Finishing Roadbed and Slopes	600.00	1,512.00
10,000	cu. yds.	Excavating and Placing Topsoil	0.75	7,500.00
2,000	yd. mi.	Truck Haul on Topsoil	0.20	400.00
1,800	lin. ft.	8" Corr. Metal Drain Pipe	1.25	2,250.00
380	lin. ft.	18" Corr. Metal Pipe	3.00	1,140.00
50	lin. ft.	24" Corr. Metal Pipe	4.00	200.00
60	lin. ft.	48" Corr. Metal Pipe	14.00	840.00
1,300	lin. ft.	12" Concrete Pipe	1.50	1,950.00
500	lin. ft.	18" Concrete Pipe	3.00	1,500.00
900	lin. ft.	24" Concrete Pipe	4.00	3,600.00
300	lin. ft.	Salvaging Culvert Pipe	1.50	450.00
2	only	Type "A" Manholes	175.00	350.00
20	only	Concrete Catch Basins	40.00	800.00
24	only	Concrete Inlets	30.00	720.00
740	cu. yds.	Concrete Curbs	40.00	29,600.00
478	cu. yds.	Concrete Median Strips and Islands	40.00	19,120.00
360	lin. ft.	Spring Bracket Guard Rail With Wood Posts	3.50	1,260.00
35	cu. yds.	Class "A" Concrete in Pole Foundations	50.00	1,750.00
4,400	lin. ft.	1" Electrical Conduit	0.50	2,200.00
2,100	lin. ft.	1½" Electrical Conduit	0.80	1,680.00
All Required		Constructing Recesses for Traffic Control Markers		500.00
				$195,192.00

Subtotal	$368,832.50
10% Engr. & Cont.	36,883.25
Total	$405,715.75

Rock Creek Bridge (Sta. 2885+55 to 2886+55)(Contract No. 2853)

All Required		Shoring, Cribbing, Etc.		$ 5,500.00
170	cu. yds.	Structural Excavation	$ 10.00	1,700.00
10	cu. yds.	Structural Excavation Below Elevations Shown	15.00	150.00
1,700	lin. ft.	Furnish Piling	0.75	1,275.00
32	only	Drive Piling	50.00	1,600.00
210	cu. yds.	Class "A" Concrete	44.00	9,240.00
44,000	lbs.	Metal Reinforcement	0.10	4,400.00
220	lin. ft.	Metal Handrail	9.00	1,980.00
				$ 25,845.00

County Road Undercrossing Structure (Sta. 2836+89.25)

All Required		Shoring, Cribbing, Etc.		$ 7,000.00
310	cu. yds.	Structural Excavation	$ 8.00	2,480.00
20	cu. yds.	Structural Excavation Below Elevations Shown	10.00	200.00
5,000	lin. ft.	Furnish Treated Piling	1.50	7,500.00
96	only	Drive Piles	50.00	4,800.00
454	cu. yds.	Class "A" Concrete	44.00	19,976.00
109,000	lbs.	Metal Reinforcement	0.10	10,900.00
525	lin. ft.	Metal Handrail	9.00	4,725.00
				$ 57,581.00

Cedar Hills Overcrossing Structure (Sta. 3191+75 to 3193+05.0)

All Required		Shoring, Cribbing, Etc.		$ 3,000.00
525	cu. yds.	Excavation for Bridge Structures	$ 5.00	2,625.00
50	cu. yds.	Excavation Below Elevations Shown	10.00	500.00
880	cu. yds.	Class "A" Concrete in Bridge Structures	45.00	39,600.00
158,000	lbs.	Metal Reinforcement	0.09	14,220.00
				$ 59,945.00

Canyon Road Overcrossing Structure (Sta. 3277+07.25 to 3279+27.25)

22	cu. yds.	Concrete Median Strips and Islands	$ 40.00	$ 880.00
All Required		Shoring, Cribbing, Etc.		8,000.00
710	cu. yds.	Excavation for Bridge Structures	5.00	3,550.00
60	cu. yds.	Excavation Below Elevations Shown	10.00	600.00
6,500	lin. ft.	Furnish Treated Piling	1.50	9,750.00
175	only	Drive Piles	40.00	7,000.00

1,060	cu. yds.	Class "A" Concrete in Structures	$ 45.00	$ 47,700.00
176,000	lbs.	Metal Reinforcement	0.09	15,840.00
460	lin. ft.	Metal Handrail	9.00	4,140.00
				$ 97,460.00

Subtotal	$240,831.00
10% Engr. & Cont.	24,083.10
Total	$264,914.10

Length of Roadway	6.952 miles
Length of Structures	.085 mile
Total Length	7.037 miles
Cost per mile, Roadway	$58,359.57

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$405,715.75	$235,320.00	$170,395.75
Structures	264,914.10	153,650.00	111,264.10
	$670,629.85	$388,970.00	$281,659.85

Oregon State Highway Department

Federal Aid Project
No. F-186 (12)

GARDNER RANCH-MULTNOMAH COUNTY LINE SECTION
OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 9, 1947

Grading (Sta. 2705+00 to 2940+00) (Contract No. 2820)

All Required		Clearing and Grubbing		$ 12,500.00
46,600	cu. yds.	Special Ditch Excavation, Unclassified	$ 0.45	20,970.00
1,900	cu. yds.	Structural Excavation, Unclassified	2.00	3,800.00
222,000	cu. yds.	General Excavation, Unclassified	0.19	42,180.00
218,000	yd. stas.	Overhaul	0.01	2,180.00
91,000	yd. mi.	Truck Haul	0.16	14,560.00
16,000	lin. ft.	Rounding Cutbanks	0.12	1,920.00
4.43	miles	Finishing Roadbed and Slopes	500.00	2,215.00
1,390	lin. ft.	12" Concrete Pipe	1.50	2,085.00
780	lin. ft.	18" Concrete Pipe	2.75	2,145.00
70	lin. ft.	24" Concrete Pipe	4.00	280.00
700	lin. ft.	30" Concrete Pipe	4.90	3,430.00
90	lin. ft.	36" Concrete Pipe	6.75	607.50
3,020	lin. ft.	36" Extra Strength Concrete Pipe	7.40	22,348.00
300	lin. ft.	8" Concrete Drain Pipe	0.65	195.00
500	lin. ft.	12" Perforated Concrete Drain Pipe	1.50	750.00
60	cu. yds.	Rock or Gravel Backfill	5.00	300.00
234	cu. yds.	Class "A" Concrete in Box Culverts	42.50	9,945.00
48	cu. yds.	Class "A" Concrete in Manholes	55.00	2,640.00
44,500	lbs.	Metal Reinforcement	0.09	4,005.00
4	only	Concrete Catch Basins	50.00	200.00
1	only	Special Concrete Catch Basin	150.00	150.00
4,100	cu. yds.	3" - 0" Material in Surfacing	4.10	16,810.00
1,500	cu. yds.	3/4" - 0" Material in Surfacing	4.75	7,125.00
120	M-gals.	Sprinkling	2.50	300.00
				$173,640.50

Grading (Sta. 3147+00 to 3283+50)

All Required		Clearing and Grubbing		$ 3,000.00
5,000	sq. yds.	Removal of Pavement	$ 0.60	3,000.00
2,400	cu. yds.	Structural Excavation, Unclassified	3.00	7,200.00
200	cu. yds.	Trench Excavation, Unclassified	3.00	600.00
72,000	cu. yds.	General Excavation, Location "A", Unclassified	0.30	21,600.00
80,000	cu. yds.	General Excavation, Location "B", Unclassified	0.85	68,000.00
450,000	yd. stas.	Short Overhaul	0.02	9,000.00
5,000	C-yd. stas.	Long Overhaul	0.40	2,000.00
9,800	lin. ft.	Rounding Cutbanks	0.15	1,470.00
2.52	miles	Finishing Roadbed and Slopes	600.00	1,512.00
10,000	cu. yds.	Excavating and Placing Topsoil	0.75	7,500.00
2,000	yd. miles	Truck Haul on Topsoil	0.20	400.00
1,800	lin. ft.	8" Corr. Metal Drain Pipe	1.25	2,250.00
380	lin. ft.	18" Corr. Metal Pipe	3.00	1,140.00
50	lin. ft.	24" Corr. Metal Pipe	4.00	200.00
60	lin. ft.	48" Corr. Metal Pipe	14.00	840.00
1,300	lin. ft.	12" Concrete Pipe	1.50	1,950.00
500	lin. ft.	18" Concrete Pipe	3.00	1,500.00
900	lin. ft.	24" Concrete Pipe	4.00	3,600.00
300	lin. ft.	Salvaging Culvert Pipe	1.50	450.00
2	only	Type "A" Manholes	175.00	350.00
20	only	Concrete Catch Basins	40.00	800.00
24	only	Concrete Inlets	30.00	720.00
740	cu. yds.	Concrete Curbs	40.00	29,600.00
478	cu. yds.	Concrete Median Strips and Islands	40.00	19,120.00
360	lin. ft.	Spring Bracket Guard Rail With Wood Posts	3.50	1,260.00
55	cu. yds.	Class "A" Concrete in Pole Foundations	50.00	2,750.00
6,000	lin. ft.	1" Electrical Conduit	0.50	3,000.00
1,600	lin. ft.	1½" Electrical Conduit	0.80	1,280.00
3	only	Metal Junction Boxes	20.00	60.00
All Required		Constructing Recesses for Traffic Control Markers		500.00
				$196,652.00

Subtotal	$370,292.50
10% Engr. & Cont.	37,029.25
Total	$407,321.75

Rock Creek Bridge (Sta. 2885+55 to 2886+55)(Contract No. 2853)

All Required		Shoring, Cribbing, Etc.		$ 5,500.00
170	cu. yds.	Structural Excavation	$ 10.00	1,700.00
10	cu. yds.	Structural Excavation Below Elevations Shown	15.00	150.00
1,700	lin. ft.	Furnish Piling	0.75	1,275.00
32	only	Drive Piling	50.00	1,600.00
210	cu. yds.	Class "A" Concrete	44.00	9,240.00
44,000	lbs.	Metal Reinforcement	0.10	4,400.00
220	lin. ft.	Metal Handrail	9.00	1,980.00
				$ 25,845.00

County Road Undercrossing Structure (Sta. 2836+89.25) ([illegible])

All Required		Shoring, Cribbing, Etc.		$ 7,000.00
310	cu. yds.	Structural Excavation	$ 8.00	2,480.00
20	cu. yds.	Structural Excavation Below Elevations Shown	10.00	200.00
5,000	lin. ft.	Furnish Treated Piling	1.50	7,500.00
96	only	Drive Piles	50.00	4,800.00
454	cu. yds.	Class "A" Concrete	44.00	19,976.00
109,000	lbs.	Metal Reinforcement	0.10	10,900.00
525	lin. ft.	Metal Handrail	9.00	4,725.00
				$ 57,581.00

Cedar Hills Overcrossing Structure (Sta. 3191+75 to 3193+05.0)

All Required		Shoring, Cribbing, Etc.		$ 3,000.00
525	cu. yds.	Excavation for Bridge Structures	$5.00	2,625.00
50	cu. yds.	Excavation Below Elevations Shown	10.00	500.00
880	cu. yds.	Class "A" Concrete in Bridge Structures	45.00	39,600.00
158,000	lbs.	Metal Reinforcement	0.09	14,220.00
				$ 59,945.00

Canyon Road Overcrossing Structure (Sta. 3277+07.25 to 3279+27.25)

22	cu. yds.	Concrete Median Strips and Islands	$ 40.00	$ 880.00
All Required		Shoring, Cribbing, Etc.		8,000.00
710	cu. yds.	Excavation for Bridge Structures	5.00	3,550.00
60	cu. yds.	Excavation Below Elevations Shown	10.00	600.00
6,500	lin. ft.	Furnish Treated Piling	1.50	9,750.00

175	only	Drive Piles	$ 40.00	$ 7,000.00
1,060	cu. yds.	Class "A" Concrete in Structures	45.00	47,700.00
176,000	lbs.	Metal Reinforcement	0.09	15,840.00
450	lin. ft.	Metal Handrail	9.00	4,140.00
				$ 97,460.00

Subtotal	$240,831.00
10% Engr. & Cont.	24,083.10
Total	$264,914.10

Length of Roadway	6.952 miles
Length of Structures	.085 mile
Total Length	7.037 miles
Cost per mile, Roadway	$58,920.49

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$407,321.75	$101,795.00	$305,526.75
Structures	264,914.10	66,205.00	198,709.10
	$672,235.85	$168,000.00	$504,235.85

RECEIVED
APR 17 1947
FOR FILING

F-186-12

April 15, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time to Parker-Schram Company for completion of the Gardner Ranch-Berger Ranch Section of the Sunset Highway in Washington County, Contract No. 2820, F-186 (12), from June 1, 1947, to July 29, 1947.

Because of inability to secure delivery of reinforcing steel necessary to complete the concrete structures, and excessive water encountered in the subgrade during the fall and winter months, it has been impossible for the contractor to complete this project within his time limits.

I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

RECEIVED
APR 10 1947
FOR FILING

F-186-12

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1947

SUBJECT:

To: Mr. H. G. Smith,
Office.

Dear Sir:

Attached are five copies of the agreement which I have prepared for execution by the State, the Spokane, Portland and Seattle Railway Company and Porter Yett. If this form of agreement meets with your approval, the approval of the Railroad and Porter Yett, then I suggest it be executed and the parties need not wait for execution by the Commission, because I assume that the Commission will be asked to approve this thing in principle at its meeting next week.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.

cc James McFarland ✓

RECEIVED
MAR 19 1947
FOR FILING

F-186-12

March 15, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering the restoration of fence at Drain Ditch Stations 28+00 to 33+50 on the Gardner Ranch-Berger Ranch Section of the Sunset Highway in Washington County, Contract No. 2820, in connection with Federal Aid Project No. F-186 (12).

This work is necessary to restore the fence, on the James Imbrie property, which was removed in the process of constructing the Merle undercrossing drainage system. No provision was made in the contract for restoring this fence.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS

Encl.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

808 BEDELL BUILDING
PORTLAND 8, OREGON

February 28, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. F-186(12), Barnes Road - Multnomah County Line Section of the Sunset Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

It will be necessary for us to withhold concurrence in contract award pending receipt of advise that right-of-entry has been obtained in all cases where right-of-way has not been acquired.

Inasmuch as the Oregon 1947 Federal Aid Program dated January 27, 1947 has not yet been approved, we have reduced the amount of Federal funds for the project from $388,970 to $168,000, in the original program dated April 18, 1946.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
MAR 4 1947
OREGON
STATE HIGHWAY COMMISSION

December 11, 1946

Mr. F. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, one set of blueprint plans and one proposal for the Barnes Road-Multnomah County Line Section, Projects F-186 (12) and F-186 (13).

The P. S. & E. estimate, reduced size prints and additional proposal copies will be delivered Friday.

Very truly yours,

R. H. Baldock
State Highway Engineer

RA:EM

PR-9

PUBLIC ROADS ADMINISTRATION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

December 12, 1946
(Date)

COMMISSIONER:
ATTENTION--PROGRAM SECTION

The following ~~major~~ minor program change of the individual project is requested:

Oregon
(State)

1947 F. Y. Federal Aid Program
(Previous Program)

April 18, 1946
(Date of Approval)

COUNTY Washington

FA or FAS Route No. FA 27

	Item No.	Project No.	Termini	Class of Work	Project Cost Total Cost	 Federal Funds	 State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	9	F-186(12)	3.4 mi. East North Plains to Mult. Co. Line	Survey-Plans					Gr., Dr., Bridge, Underpass Structure, Overhead Structure
				Right-of-Way					
				Construction	290,000	168,000	122,000		
				Total	290,000	168,000	122,000	6.97	
Requested Revision	9	F-186(12)	Same	Survey-Plans					Gr., Dr., Bridge, Underpass Structure and 2 Overhead Structures
				Right-of-Way					
				Construction	274,529.10	168,000	106,529.10		
				Total	274,529.10	168,000	106,529.10	7.037	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: Addition of one overpass structure not originally included in project and correction of project length.

Recommended for approval ______ District Engineer ______ (date)

Recommended: ______ Division Engineer ______ (date)

Change requested by ______ State Highway Engineer ______ (date)

Approved: ______ Acting Commissioner ______ (Date)

P-3868

RECEIVED
NOV 19 1946
FOR FILING

FAP 186-13

November 15, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending you this date, under separate cover, a preliminary set of plans for the Barnes Road-Multnomah County Line Section of the Sunset Highway, FAP No. 186 (12); and also four sets of prints (three sheets each) which show the traffic volumes and turning movements at the major points of channelization contemplated for improvement under the project.

The typical sections are not yet in form to be sent you, but for your information, we intend to use asphaltic concrete pavement on rock base, similar to the design used on the North Plains-Barnes Road Project. Regarding median strips on the highway roadbed, it is our present plan to use a solid Portland Cement Concrete raised median strip on widths of six feet or less (on the easterly portion of the project), curbs with landscaped interiors on widths from six to fifteen feet westerly to about Station 3251 and open landscaped median strips westerly thereof.

We plan to call for bids on this project the latter part of December and will endeavor to get complete plans, specifications and estimates in your hands at the earliest practicable date.

Very truly yours,

R. H. Baldock
State Highway Engineer

VGO'N:SM

FORM 1612

(1)

SPOKANE PORTLAND SEATTLE

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

C. F. THOMAS,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

RECEIVED
NOV 12 1946
FOR FILING

0-397-4

F-186 2

November 9, 1946

NOTED

File

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

I have your letter of November 6th, requesting permission to place a 30 inch concrete drain parallel to the Oregon Electric Railway track, at Merle, Oregon.

This drain is a necessary part of the project. It will be appreciated if you will submit a sketch or drawing showing the location of the proposed drain, and depth of trench excavation. Upon receipt of this information your request will be processed as rapidly as possible.

Yours very truly,

C F Thomas

Chief Engineer

RECEIVED
NOV 12 1946
OREGON
STATE HIGHWAY COMMISSION

Copies sent to Patterson - 11-12-46

RECEIVED
NOV 8 1946
FOR FILING

November 6, 1946

Mr. G. F. Thomas
Chief Engineer and Secretary
S. P. and S. Railway Company
1101 N. W. Hoyt Street
Portland 9, Oregon

Dear Sir:

The State awarded a contract to Porter W. Yett of Portland, on October 29, for the construction of the piers and abutments and the railroad standby trestle at the [illegible] Undercrossing in Washington County. We also have another contract underway with the Parker-Schram Company of Portland, covering the grading of the highway through this section. This contract includes a 30-inch concrete pipe drain which carries the drainage from the undercrossing into Rock Creek. A short section of this drain will be on the railroad right of way, parallel to the tracks and 45 feet from your center line. This letter is to request your permission for the installation of this drain on your right of way by our contractor, the Parker-Schram Company.

While this drain is a part of the undercrossing project, it was included in the grading project for convenience, and is not covered in the contract awarded to Porter W. Yett for the structure and is thus not covered by our agreement with your company for the project. The drain is almost on the edge of your right of way and cannot conceivably interfere with your operations. We therefore ask this permission to proceed with the work.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]
cc O. H. Putnam
W. C. Williams
H. O. Smith

RECEIVED
NOV 15 1946
FOR FILING

F-186(12)

xxxxxxxxxxx
Division 8

NOTED
State Highway Engineer

November 8, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the plans for the Canyon Road Subway, Oregon Project F-186(12). On sheet 7861 the number of rail panels per span is different in the plan view from that shown in elevation and in addition the panel length shown in elevation is longer than is permissable for your standard rail. Please correct this sheet. Foundation data should also be noted on this same sheet.

Refering to the stress diagram, we note that you assume bent 1 columns as fixed at the top and hinged at the bottom, bent 2 as fixed top and bottom and bent 3 as hinged top and bottom. The design is not consistent with this assumption. In our analysis we assumed all columns as rigidly connected at the top and hinged at the bottom. Under this assumption our moments do not differ materially from those shown on the plans and no overstresses result. We believe you should change your design assumption to be in agreement with the structure as designed.

It will not be necessary to submit revised plans in advance of P.S.& E. However, the correction should be made when the project is submitted for approval.

Very truly yours,

T. M. DAVIS
District Engineer

[illegible]

RECEIVED
OCT 25 1946
FOR FILING

F-186(12)

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

October 23, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed is approved copy of revised proposal, including special provisions, for Oregon project No. F-186(12), County Road Undercrossing and Rock Creek Bridge on the North Plains-Barnes Road Section of the Sunset Highway. The revised proposal has been substituted for the one originally approved and returned to you with our letter of October 17, 1946.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

Encls.

RECEIVED
OCT 25 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 26 1946
FOR FILING

F-186 (12)

August 14, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering extra clearing at Station 2885+50 on the Gardner Ranch-Berger Ranch Section of the Sunset Highway in Washington County, Contract No. 2820, in connection with Federal Aid Project No. F-186 (12).

This clearing is in connection with the proposed channel change of Rock Creek, which will provide a superior foundation for the westerly approach of the Rock Creek bridge and result in a saving on rock backfill and culvert pipe.

Verbal approval for this work was given by Mr. T. M. Davis on August 9, 1946.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS
Encl.

RECEIVED
AUG 17 1946
FOR FILING

F-186 (12)

August 12, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work covering the re-establishment of private power line to clear the new roadway at Station 2916+00 on the Gardner Ranch-Berger Ranch Section of the Sunset Highway in Washington County, Contract No. 2020, in connection with Federal Aid Project No. F-186 (12).

This work is necessary to clear the new roadway.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

DBP:GED

Enc.

RECEIVED
JUL 31 1946
FOR FILING

E-186-12

July 31, 1946

Parker-Schram Company
217 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2820 which was awarded to you on June 27, 1946 by the State Highway Commission, covering grading on the Gardner Ranch-Berger Ranch Section of the Sunset Highway. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

July 22, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplemental P.S.& E. documents for two structures on Oregon Federal Aid Project F-186(12), comprising a County Road Undercrossing At Station 2837 and the Rock Creek Bridge at Station 2886 on the Gardner Ranch - Berger Ranch Section of the Wolf Creek Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer.

RECEIVED
JUL 23 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 16 1946
FOR FILING

F-186-12

July 15, 1946

2820

Parker-Schram Co.
217 Railway Exchange Building
Portland 4, Oregon

Gentlemen:

The four copies of Contract No. 2820, covering 4.43 miles of grading on the Gardner Ranch-Berger Ranch Section of the Sunset Highway were received on July 12. On that same date we mailed to you two sets of the plans and two sets of the specifications for this project.

We also included one set of general construction specifications and a set of bridge specifications. This is the material which you requested in your letter of July 11.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RE:dr

CHAS. T. PARKER
CARL A. SCHRAM

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

PORTLAND 4, OREGON

July 11, 1946

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Complying with the request in your letter of July 1st we are returning to you by express today, all four copies of Contract #2820 for 4.43 miles of grading on the Gardner Ranch-Berger Ranch Section of the Sunset Highway in Washington County, all properly executed on behalf of this firm, together with the bonds required in connection therewith, which latter have also been completed by the Glens Falls Indemnity Company as Surety.

All our operations within the state are covered by the Workmen's Compensation Act of the State of Oregon which will automatically include any work performed under the above contract as required by Section 6-12, Page 15, of the General Provisions of said contract.

Kindly return one completed copy of contract and bond for our records after approval by the State Highway Commission and meantime forward two extra copies of both plans and specifications for use by our project superintendent and job office.

We willl further be indebted to your courtesy if you will kindly also forward a copy of the latest issue of the Standard Highway and Bridge Specifications for the writer's personal file as any copies previously transmitted have either been lost, misplaced, or stolen and the old issue now in service became obsolete many years ago.

Yours very truly,

PARKER-SCHRAM COMPANY

By C.A. Schram

Ack'd 7-12-46 (Contracts)

CAS:r

BY SECRETARY

Note to Wood 7/12 to send
2 sets plans
2 - Spec.
1 - Gen Spec.
1 - Gen Spec. Br.

RECEIVED
JUL 12 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 1 1946
FOR FILING

F-186 (12)

July 9, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

We refer to your inquiry as to the volume of traffic expected to use the highway grade separation viaduct proposed to be constructed at about Station 2837 of the Gardner Ranch-Borger Ranch Section of the Sunset Highway (formerly Wolf Creek Highway), Project F - 186 (12).

The viaduct referred to will carry a county road over the highway. The A. D. T. on the county road at this point is expected to be 260.

Pursuant to another request, we are sending to you today some small scale maps showing the North Plains-Canyon Road Section of the Sunset Highway and the Troutdale-Dodson Section of the Columbia River Highway.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

RECEIVED
JUL 16 1946
FOR FILING

F-186-12

July 9, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

We refer to your inquiry as to the volume of traffic expected to use the highway grade separation viaduct proposed to be constructed at about Station 2837 of the Gardner Ranch-Berger Ranch Section of the Sunset Highway (formerly Wolf Creek Highway), Project F - 186 (12).

The viaduct referred to will carry a county road over the highway. The A. D. T. on the county road at this point is expected to be 260.

Pursuant to another request, we are sending to you today some small scale maps showing the North Plains-Canyon Road Section of the Sunset Highway and the Troutdale-Dodson Section of the Columbia River Highway.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

July 9, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate to accompany plans and specifications for the Gardner Ranch-Berger Ranch Section, Project No. F-186 (12), which estimate has been revised to include the Rock Creek Bridge.

Six bid proposals and one set of blueprint plans for the structure are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS
Encl.

Oregon State Highway Department

Federal Aid Project
No. F-186 (12)

GARDNER RANCH-BERGER RANCH SECTION
OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 9, 1946

Roadway (Sta. 2705+00 to 2940+00)

All Required		Clearing and Grubbing		$ 12,500.00
46,600	cu. yds.	Special Ditch Excavation, Unclassified	$ 0.45	20,970.00
1,900	cu. yds.	Structural Excavation, Unclassified	2.00	3,800.00
222,000	cu. yds.	General Excavation, Unclassified	0.19	42,180.00
218,000	yd. sta.	Overhaul	0.01	2,180.00
91,000	yd. mi.	Truck Haul	0.16	14,560.00
16,000	lin. ft.	Rounding Cutbanks	0.12	1,920.00
4.43	miles	Finishing Roadbed and Slopes	500.00	2,215.00
1,390	lin. ft.	12" Concrete Pipe	1.50	2,085.00
780	lin. ft.	18" Concrete Pipe	2.75	2,145.00
70	lin. ft.	24" Concrete Pipe	4.00	280.00
700	lin. ft.	30" Concrete Pipe	4.90	3,430.00
90	lin. ft.	36" Concrete Pipe	6.75	607.50
3,020	lin. ft.	36" Extra Strength Concrete Pipe	7.40	22,348.00
300	lin. ft.	8" Concrete Drain Pipe	0.65	195.00
500	lin. ft.	12" Perforated Concrete Drain Pipe	1.50	750.00
60	cu. yds.	Rock or Gravel Backfill	5.00	300.00
234	cu. yds.	Class "A" Concrete in Box Culverts	42.50	9,945.00
48	cu. yds.	Class "A" Concrete in Manholes	55.00	2,640.00
44,500	lbs.	Metal Reinforcement	0.09	4,005.00
4	only	Concrete Catch Basins	50.00	200.00
1	only	Special Concrete Catch Basin	150.00	150.00
4,100	cu. yds.	3" - 0" Material in Surfacing	4.10	16,810.00
1,500	cu. yds.	3/4" - 0" Material in Surfacing	4.75	7,125.00
120	M-gals.	Sprinkling	2.50	300.00
			Subtotal	$173,640.50
			10% Engr. & Cont.	17,364.05
			Total	$191,004.55

2885+55 to 2886+55

Rock Creek Bridge (Sta. 2885+55 to 2886+55)

All Required		Shoring, Cribbing, Etc.		$ 2,800.00
170	cu. yds.	Structural Excavation	$ 3.50	595.00

10	cu. yds.	Structural Excavation Below Elevation Shown	$ 7.50	$ 75.00
1,700	lin. ft.	Furnish Piling	0.75	1,275.00
32	only	Drive Piling	24.00	768.00
210	cu. yds.	Class "A" Concrete	39.00	8,190.00
44,000	lbs.	Metal Reinforcement	0.07	3,080.00
[illegible]	lin. ft.	Metal Hand Rail	10.00	2,200.00
				$ 18,983.00

County Road Undercrossing Structure (Sta. 2876+89.25)

All Required		Shoring Cribbing, Etc.		$ 3,750.00
310	cu. yds.	Structural Excavation	$ 3.50	1,085.00
20	cu. yds.	Structural Excavation Below Elevation Shown	7.00	140.00
5,000	lin. ft.	Furnish Treated Piling	1.30	6,500.00
96	only	Drive Piles	23.50	2,256.00
454	cu. yds.	Class "A" Concrete	38.00	17,252.00
109,000	lbs.	Metal Reinforcement	0.07	7,630.00
525	lin. ft.	Metal Handrail	8.50	4,462.50
				$ 43,075.50

Subtotal	$ 62,058.50
10% Engr. & Cont.	6,205.85
Total	$ 68,264.35

Length of Roadway	4.431 miles
Length of Rock Creek Bridge	.019 mile
Length of County Road Undercrossing	.000 mile
Total Length	4.450 miles
Cost per mile, Roadway	$43,106.42

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway (Sta. 2705+00 to 2940+00)	$191,004.55	$ 95,772.00	$ 95,232.55
Structures	68,264.35	34,228.00	34,036.35
	$259,268.90	$130,000.00	$129,268.90

RECEIVED
JUN 29 1946
FOR FILING

F-286627

June 28, 1946

Parker-Schram Company
217 Railway Exchange Building
Portland, Oregon

Gentlemen:

On June 27, the State Highway Commission awarded you the contract for the Gardner Ranch-Berger Ranch Section of the Sunset (Wolf Creek) Highway in Washington County. This award was based on your low bid of $173,640.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr

cc - S. H. Probert

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

June 27, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence today in the award of contract for Oregon Federal Aid Project F-186(12), the Gardner Ranch-Berger Ranch Section of the Sunset Highway to Parker-Schram Company, Portland, Oregon, who submitted the low bid of $173,640.50.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
JUN 29 1946
OREGON
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~[illegible]~~
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

June 13, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. F-186(12), Gardner Ranch-Berger Ranch Section of the Wolf Creek Highway in Washington County, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

We have excluded the County Road undercrossing structure from your June 11 estimate as noted on attached copy.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Encl:

RECEIVED
JUN 19 1946
OREGON
STATE HIGHWAY COMMISSION

June 11, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement for the Gardner Ranch-Berger Ranch Section, Project No. F-186 (12).

Six bid proposals and six sets of blue line plans are being sent under separate cover.

Landscaping work contemplated for this project will consist of a more or less general seeding of roadbed slopes and group plantings of trees and shrubs at points where such plantings can be used effectively.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

[illegible] FOR APPROVAL
T. M. Davis, District Engineer
By .... Date JUN 13 1946
APPROVED:
W. H. Lynch, Division Engineer
By .... Date ....

Oregon State Highway Department — **Federal Aid Project No. F-186 (12)**

GARDNER RANCH-BERGER RANCH SECTION

OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 11, 1946

Roadway (Sta. 2705+00 to 2940+00)

All Required		Clearing and Grubbing		$ 10,000.00
46,600	cu. yds.	Special Ditch Excavation, Unclassified	$ 0.50	23,300.00
1,900	cu. yds.	Strutural Excavation, Unclassified	2.00	3,800.00
222,000	cu. yds.	General Excavation, Unclassified	0.22	48,840.00
218,000	yd. sta.	Overhaul	0.015	3,270.00
91,000	yd. mi.	Truck Haul	0.15	13,650.00
16,000	lin. ft.	Rounding Cutbanks	0.10	1,600.00
4.43	miles	Finishing Roadbed and Slopes	500.00	2,215.00
1,390	lin. ft.	12" Concrete Pipe	2.00	2,780.00
780	lin. ft.	18" Concrete Pipe	3.00	2,340.00
70	lin. ft.	24" Concrete Pipe	4.00	280.00
700	lin. ft.	30" Concrete Pipe	5.50	3,850.00
90	lin. ft.	36" Concrete Pipe	7.00	630.00
3,020	lin. ft.	36" Extra Strength Concrete Pipe	8.00	24,160.00
300	lin. ft.	8" Concrete Drain Pipe	0.80	240.00
500	lin. ft.	12" Perforated Concrete Drain Pipe	1.30	650.00
60	cu. yds.	Rock or Gravel Backfill	4.00	240.00
234	cu. yds.	Class "A" Concrete in Box Culverts	40.00	9,360.00
48	cu. yds.	Class "A" Concrete in Manholes	40.00	1,920.00
44,500	lbs.	Metal Reinforcement	0.08	3,560.00
4	only	Concrete Catch Basins	40.00	160.00
1	only	Special Concrete Catch Basin	60.00	60.00
4,100	cu. yds.	3" - 0" Material in Surfacing	4.00	16,400.00
1,500	cu. yds.	3/4" - 0" Material in Surfacing	4.00	6,000.00
120	M-gals.	Sprinkling	2.00	240.00
			Subtotal	$179,545.00
			10% Engr. & Cont.	17,954.50
			Total	$197,499.50

~~County Road Undercrossing Structure (Sta. 2836+89.25)~~

~~All Required~~		~~Clearing, Grubbing, Etc.~~		$ ~~3,750.00~~
~~310 cu. yds.~~		~~Structural Excavation~~	~~$ 3.50~~	~~1,085.00~~

Length of Roadway. 4.431 Miles
Cost per mile, Roadway $44,572.21

Item	Total Cost	Federal Funds	State Funds
way (Sta. 2705 to 2940)	$197,499.50	$96,781.00	$100,718.50

Oregon State Highway Department

Federal Aid Project
No. F-186 (12)

GARDNER RANCH-BERGER RANCH SECTION
OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 11, 1946

Roadway (Sta. 2705+00 to 2940+00)

All Required		Clearing and Grubbing		$ 10,000.00
46,600	cu. yds.	Special Ditch Excavation, Unclassified	$ 0.50	23,300.00
1,900	cu. yds.	Structural Excavation, Unclassified	2.00	3,800.00
222,000	cu. yds.	General Excavation, Unclassified	0.22	48,840.00
218,000	yd. sta.	Overhaul	0.015	3,270.00
91,000	yd. mi.	Truck Haul	0.15	13,650.00
16,000	lin. ft.	Rounding Cutbanks	0.10	1,600.00
4.43	miles	Finishing Roadbed and Slopes	500.00	2,215.00
1,390	lin. ft.	12" Concrete Pipe	2.00	2,780.00
780	lin. ft.	18" Concrete Pipe	3.00	2,340.00
70	lin. ft.	24" Concrete Pipe	4.00	280.00
700	lin. ft.	30" Concrete Pipe	5.50	3,850.00
90	lin. ft.	36" Concrete Pipe	7.00	630.00
3,020	lin. ft.	36" Extra Strength Concrete Pipe	8.00	24,160.00
300	lin. ft.	8" Concrete Drain Pipe	0.80	240.00
500	lin. ft.	12" Perforated Concrete Drain Pipe	1.30	650.00
60	cu. yds.	Rock or Gravel Backfill	4.00	240.00
234	cu. yds.	Class "A" Concrete in Box Culverts	40.00	9,360.00
48	cu. yds.	Class "A" Concrete in Manholes	40.00	1,920.00
44,500	lbs.	Metal Reinforcement	0.08	3,560.00
4	only	Concrete Catch Basins	40.00	160.00
1	only	Special Concrete Catch Basin	60.00	60.00
4,100	cu. yds.	3" - 0" Material in Surfacing	4.00	16,400.00
1,500	cu. yds.	3/4" - 0" Material in Surfacing	4.00	6,000.00
120	M-gals.	Sprinkling	2.00	240.00
			Subtotal	$179,545.00
			10% Engr. & Cont.	17,954.50
			Total	$197,499.50

County Road Undercrossing Structure (Sta. 2836+89.25)

All Required		Shoring, Cribbing, Etc.		$ 3,750.00
310	cu. yds.	Structural Excavation	$ 3.50	1,085.00

20	cu. yds.	Structural Excavation Below Elevation Shown	$ 7.00	$ 140.00
5,000	lin. ft.	Furnish Treated Piling	1.30	6,500.00
96	only	Drive Piles	23.50	2,256.00
454	cu. yds.	Class "A" Concrete	38.00	17,252.00
109,000	lbs.	Metal Reinforcement	0.07	7,630.00
525	lin. ft.	Metal Handrail	8.50	4,462.50
		Subtotal		$43,075.50
		10% Engr. & Cont.		4,307.55
		Total		$47,383.05

Length of Roadway	4.431 miles
Length of Rock Creek Bridge	.019 mile
Length of County Rd. Undercrossing	.000 mile
Total Length	4.450 miles
Cost per mile, Roadway	$44,572.21

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway (Sta. 2705+00 to 2940+00)	$197,499.50	$ 96,781.00	$100,718.50
County Road Undercrossing	47,383.05	23,219.00	24,164.05
	$244,882.55	$120,000.00	$124,882.55

GARDNER RANCH-BERGER RANCH SECTION

PROJECT NO. F-186 (12)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 11, 1946

Oregon State Highway Department

Federal Aid Project
No. F-186 (12)

GARDNER RANCH-MULTNOMAH COUNTY LINE SECTION

OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 12, 1946

Grading (Sta. 2705+00 to 2940+00)(Contract No. 2820)

All Required		Clearing and Grubbing		$ 12,500.00
46,600	cu. yds.	Special Ditch Excavation, Unclassified	$ 0.45	20,970.00
1,900	cu. yds.	Structural Excavation, Unclassified	2.00	3,800.00
222,000	cu. yds.	General Excavation, Unclassified	0.19	42,180.00
218,000	yd. sta.	Overhaul	0.01	2,180.00
91,000	yd. mi.	Truck Haul	0.16	14,560.00
16,000	lin. ft.	Rounding Cutbanks	0.12	1,920.00
4.43	miles	Finishing Roadbed and Slopes	500.00	2,215.00
1,390	lin. ft.	12" Concrete Pipe	1.50	2,085.00
780	lin. ft.	18" Concrete Pipe	2.75	2,145.00
70	lin. ft.	24" Concrete Pipe	4.00	280.00
700	lin. ft.	30" Concrete Pipe	4.90	3,430.00
90	lin. ft.	36" Concrete Pipe	6.75	607.50
3,020	lin. ft.	36" Extra Strength Concrete Pipe	7.40	22,348.00
300	lin. ft.	8" Concrete Drain Pipe	0.65	195.00
500	lin. ft.	12" Perforated Concrete Drain Pipe	1.50	750.00
60	cu. yds.	Rock or Gravel Backfill	5.00	300.00
234	cu. yds.	Class "A" Concrete in Box Culverts	42.50	9,945.00
48	cu. yds.	Class "A" Concrete in Manholes	55.00	2,640.00
44,500	lbs.	Metal Reinforcement	0.09	4,005.00
4	only	Concrete Catch Basins	50.00	200.00
1	only	Special Concrete Catch Basin	150.00	150.00
4,100	cu. yds.	3" - 0" Material in Surfacing	4.10	16,810.00
1,500	cu. yds.	3/4" - 0" Material in Surfacing	4.75	7,125.00
120	M-gal.	Sprinkling	2.50	300.00
				$173,640.50

Grading (Sta. 3147+00 to 3287+50)

All Required		Clearing and Grubbing		$ 3,000.00
5,000	sq. yds.	Removal of Pavement	$ 0.60	3,000.00
2,400	cu. yds.	Structural Excavation, Unclassified	3.00	7,200.00
200	cu. yds.	Trench Excavation, Unclassified	3.00	600.00
72,000	cu. yds.	General Excavation, Location "A", Unclassified	0.30	21,600.00
80,000	cu. yds.	General Excavation, Location "B", Unclassified	0.85	68,000.00
450,000	yd. sta.	Short Overhaul	0.02	9,000.00
5,000	C-yd. sta.	Long Overhaul	0.40	2,000.00
9,800	lin. ft.	Rounding Cutbanks	0.15	1,470.00
2.52	miles	Finishing Roadbed and Slopes	600.00	1,512.00
10,000	cu. yds.	Excavating and Placing Topsoil	0.75	7,500.00
2,000	yd. mi.	Truck Haul on Topsoil	0.20	400.00
1,800	lin. ft.	8" Corr. Metal Drain Pipe	1.25	2,250.00
380	lin. ft.	18" Corr. Metal Pipe	3.00	1,140.00
50	lin. ft.	24" Corr. Metal Pipe	4.00	200.00
60	lin. ft.	48" Corr. Metal Pipe	14.00	840.00
1,300	lin. ft.	12" Concrete Pipe	1.50	1,950.00
500	lin. ft.	18" Concrete Pipe	3.00	1,500.00
900	lin. ft.	24" Concrete Pipe	4.00	3,600.00
300	lin. ft.	Salvaging Culvert Pipe	1.50	450.00
2	only	Type "A" Manholes	175.00	350.00
20	only	Concrete Catch Basins	40.00	800.00
24	only	Concrete Inlets	30.00	720.00
740	cu. yds.	Concrete Curbs	40.00	29,600.00
478	cu. yds.	Concrete Median Strips and Islands	40.00	19,120.00
360	lin. ft.	Spring Bracket Guard Rail With Wood Posts	3.50	1,260.00
4,400	lin. ft.	1" Electrical Conduit	0.50	2,200.00
1,100	lin. ft.	1¼" Electrical Conduit	0.65	715.00
3,200	lin. ft.	1½" Electrical Conduit	0.80	2,560.00
130	lin. ft.	2" Electrical Conduit	1.00	130.00
15	only	Metal Junction Boxes	20.00	300.00
26	only	Concrete Junction Boxes	20.00	520.00
55	cu. yds.	Class "A" Concrete in Pole Foundations	50.00	2,750.00
All Required		Constructing Recesses for Traffic Control Markers		500.00
				$198,737.00
			Subtotal	$372,377.50
			10% Engr. & Cont.	37,237.75
			Total	$409,615.25

Rock Creek Bridge (Sta. 2885+55 to 2886+55)(Contract No. 2853)

All Required		Shoring, Cribbing, Etc.		$ 5,500.00
170	cu. yds.	Structural Excavation	$ 10.00	1,700.00
10	cu. yds.	Structural Excavation Below Elevations Shown	15.00	150.00
1,700	lin. ft.	Furnish Piling	0.75	1,275.00
32	only	Drive Piling	50.00	1,600.00
210	cu. yds.	Class "A" Concrete	44.00	9,240.00
44,000	lbs.	Metal Reinforcement	0.10	4,400.00
220	lin. ft.	Metal Handrail	9.00	1,980.00
				$ 25,845.00

County Road Undercrossing Structure (Sta. 2876+89,25)

All Required		Shoring, Cribbing, Etc.		$ 7,000.00
310	cu. yds.	Structural Excavation	$ 8.00	2,480.00
20	cu. yds.	Structural Excavation Below Elevations Shown	10.00	200.00
5,000	lin. ft.	Furnish Treated Piling	1.50	7,500.00
96	only	Drive Piles	50.00	4,800.00
454	cu. yds.	Class "A" Concrete	44.00	19,976.00
109,000	lbs.	Metal Reinforcement	0.10	10,900.00
525	lin. ft.	Metal Handrail	9.00	4,725.00
				$ 57,581.00

Cedar Hills Overcrossing Structure (Sta. 3191+78 to 3193+05.0)

All Required		Shoring, Cribbing, Etc.		$ 3,000.00
525	cu. yds.	Excavation for Bridge Structures	$ 5.00	2,625.00
50	cu. yds.	Excavation Below Elevations Shown	10.00	500.00
880	cu. yds.	Class "A" Concrete in Bridge Structures	45.00	39,600.00
158,000	lbs.	Metal Reinforcement	0.09	14,220.00
				$ 59,945.00

Canyon Road Overcrossing Structure (Sta. 3277+07.25 to 3279+27.25)

22	cu. yds.	Concrete Median Strips and Islands	$ 40.00	$ 880.00
All Required		Shoring, Cribbing, Etc.		8,000.00
710	cu. yds.	Excavation for Bridge Structures	5.00	3,550.00
60	cu. yds.	Excavation Below Elevations Shown	10.00	600.00
6,500	lin. ft.	Furnish Treated Piling	1.50	9,750.00
175	only	Drive Piles	40.00	7,000.00

1,060	cu. yds.	Class "A" Concrete in Structures	$45.00	$ 47,700.00
176,000	lbs.	Metal Reinforcement	0.09	15,840.00
460	lin. ft.	Metal Handrail	9.00	4,140.00
				$ 97,460.00

Subtotal	$240,831.00
10% Engr. & Cont.	24,083.10
Total	$264,914.10

Length of Roadway	6.952 miles
Length of Structures	.085 mile
Total Length	7.037 miles
Cost per mile, Roadway	$58,920.49

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$409,615.00	$102,020.00	$307,595.00
Structures	264,914.10	65,980.00	198,934.10
	$674,529.10	$168,000.00	$506,529.10

NORTH PLAINS-BARNES ROAD SECTION

PROJECTS NOS. F-186 (12) AND F-186 (13)

While negotiations for rights of way are in progress, fifteen parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within eighteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

December 12, 1946

SG-61(5) Prineville Railway U'Xing 1946
Sec., Madras-Prineville Secon.
#2821 Hwy.

RECEIVED
MAY 22 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 21, 1947

SG-61(5)

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	7238	2821	6 Final	John A. Logan	2,816.03	309182	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

The above contract has been accepted as shown by your notice on file with us.

ANW

ACCOUNTING DIVISION

By ____________
Bookkeeping Dept.

NOTED ON CARD
5-21-47

Approved ____________
Secretary

RECEIVED
MAY 5 1947
FOR FILING

SG-415

May 5, 1947

Frank Deich, Lawyer
1104 Guardian Bldg.
Portland 4
Oregon

Dear Sir:

Reference your letter of April 23.

State Highway Contract No. 2821 with John A. Logan, covering the Prineville Grade Separation on the Madras-Prineville Highway, in Crook County, was completed on January 8, 1947 and accepted by the Highway Commission on March 25, 1947.

We regret the delay in answering your inquiry.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

OFFICE BEACON 3164

HOME VERMONT 3663

FRANK DEICH
LAWYER
SUITE 1104 GUARDIAN BUILDING
PORTLAND 4, OREGON

April 23, 1947.

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Will you please advise me when the contract of John A. Logan, number 2821, for the Prineville Grade Separation was completed and accepted?

Yours truly

Frank Deich

FD:1

Frank Deich

REFERRED TO
Eggstaff
BY SECRETARY
prepare reply

RECEIVED
APR 24 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 6 1947
FOR FILING

56-61(5)

March 5, 1947

Continental Casualty Co.
Victor S. Risley, Agent
901 S.W. Washington St.
Portland 5, Oregon

Dear Sir:

You are hereby notified that State Highway contract No. 2821, covering work on the Prineville Grade Separation on the Madras-Prineville Highway, in Crook County, has been completed by the contractor, John A. Logan, and that final payment in the amount of $2,816.03 will be made after acceptance by the Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $34,639.52, and that no force account work was performed therein. This contract was completed on January 6, 1947 but has not as yet been accepted by the Highway Commission, however, we anticipate that it will be accepted at the Commission Meeting to be held the latter part of this month.

This notice is sent to you because you appear as surety on the bond furnished by the above contracter. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

3-5-47 gl

E-133 10M 2-46

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
M. R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
MAR 5 1947
FOR FILING

Jan. 9, 1947

Contract #282

NOTED
State Highway Engineer

Mr. R. H. Baldock

Office

Dear Mr. Baldock:

I am returning the file which you referred to me along with Mr. Paxson's letter, which has to do with damage sustained by Mr. Claude F. Williams in connection with the construction of the Prineville Grade Separation Project.

The facts indicate primarily, I think, that the property owner is not at fault, and his damage should be taken care of. It seems to me, however, that both the contractor and the Highway Department are chargeable with negligence in not making further inquiry after they discovered the presence of the culvert. It seems to me that ordinary experience would suggest that it was there for some purpose, and in the absence of any inquiry at all on the part of either the contractor or the State, I believe we would be chargeable with negligence. I know that a court of equity would say that it is hard to understand how, with all our experience, we would fail to make some inquiry as to the purpose which the culvert was to serve, even though it was dry at the time. Oftentimes, those drainage or irrigation facilities, at seasons of the year, carry no water.

What I have said is not in the spirit of criticism, but I do think that we should apply a little more judgment and inquiry than we evidently did in this case.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:FRC

FORM E-90 25M 7-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1947

SUBJECT: Prineville Grade Separation
(Bridge No. 5221)

To:

Mr. R. H. Baldock
State Highway Engineer
Office

RECEIVED
JAN 6 - 1947
LEGAL DEPT

L

Dear Sir:

Herewith a letter to the Highway Commission for your signature, in four copies. This concerns settlement of the claim of Mr. Claude F. Williams for damage to his alfalfa hay and field by reason of the interference of the drainage from this field while we were constructing the grade separation.

If this meets with your approval, I would suggest that you ask Mr. Devers to prepare an agreement with Mr. Williams setting forth that the payment of this $114 is settlement of all claims which he might have against us by reason of the performance of work under this contract. It would seem that the matter might be expedited if this agreement were ready for the next Commission meeting, even though not signed by Mr. Williams.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM
Attached

Mr. Devers
I concur
RHB

Re your letter
of June
attached

AGENDA
FEB 3 1947

January 3, 1947

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Damage to Hayfield at Prineville

Our contract No. [illegible], John A. Logan, contractor, covers the construction of the Prineville Grade Separation in Crook County. In excavating for the east pier of this structure, a timber plank culvert under the old railroad grade was cut through and destroyed. We were not aware of the existence of this culvert when the contract was awarded, and it was not shown on the plans. The culvert was carrying no water when first encountered and was thought to be abandoned.

On September 2 and 3, a heavy rain fell and the excavation filled with water. In pumping out the excavation, the contractor plugged up the end of the culvert. Several days later a pond formed in a hayfield owned by Mr. Claude F. Williams. Approximately four tons of newly cut hay was damaged beyond further use, and one acre of alfalfa was killed by flooding. Mr. Williams has submitted the following claim for damage:

Alfalfa hay destroyed	4 tons at $24.00	$ 96.00
Second hay	1 acre at 18.00	18.00
	Total	$114.00

We have investigated this claim and find Mr. Williams has been damaged in the above amount. Since the contractor was not advised of the existence of the culvert, nor given instruction to provide for the drainage, the responsibility would seem to lie with the State. It is recommended that the claim be allowed and that Mr. Williams be paid the sum of $114.00 as full and complete settlement of all damages sustained by him by reason of work performed under this contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP GM
cc G. S. Paxson

M

ECEIVED
JAN 8 1947
FOR FILING

36-61-5

Indexed
Alphabetically

January 3, 1947

Cross Referenced To
Adm.
Insurance
Property Damage

Williams, Claude F

Mr. Claude F. Williams
Prineville, Oregon

Dear Sir:

Reference is made to your letter, addressed to Mr. Devers and dated December 13, concerning damages to your hayfield near the site of the Prineville Grade Separation.

This matter has been investigated and will be presented to the Highway Commission for its action at the next Commission meeting, which is scheduled for February 3 and 4.

Very truly yours,

R. H. Baldock
State Highway Engineer

GMP:GM
cc G. S. Paxson

RECEIVED
FEB 13 1947
FOR FILING

30 561(5)

February 10, 1947

Mr. Frank Beich
Suite 1104 Guardian Building
Portland 4, Oregon

Dear Sir:

Enclosed is a certified copy of Contract No. 2821, John A. Logan, covering Prineville Grade Separation. This is the certified copy which you requested when presenting your affidavit on February 4, and which should have accompanied our letter of February 8 instead of the one you received.

We regret that these letters became interchanged and you received the wrong contract and trust that it has not caused you serious inconvenience.

Yours very truly
OREGON STATE HIGHWAY COMMISSION

Secretary

RE:md

RECEIVED
FEB 10 1947
FOR FILING

SG-61(5)

February 8, 1947

Mr. Frank Deich
Suite 1104 Guardian Building
Portland 4, Oregon

Dear Sir:

Enclosed is a copy of Contract No. 2821 held with John A. Logan and covering Prineville Grade Separation on the Madras-Prineville Highway in Crook County, Bridge No. 5221. This copy has been certified as a true and correct copy of the contract and is being supplied in accordance with your affidavit and letter of February 4.

With respect to any contract with Frank P. Sargent Construction Company with respect to this job, we must advise that we have no evidence of such a contract and suggest that as far as we are concerned, all negotiations must be carried on with John A. Logan.

Yours very truly
OREGON STATE HIGHWAY COMMISSION

Secretary

RE:md
Enc.

OFFICE BEACON 3164

HOME VERMONT 3663

FRANK DEICH
LAWYER
SUITE 1104 GUARDIAN BUILDING
PORTLAND 4, OREGON

February 4, 1947.

2821

State Highway Engineer
319 State Office Building
Salem, Oregon.

Dear Sir:

I have enclosed affidavits of H. R. Mendenhall, secretary-treasurer of Northwest Marine Iron Works, setting forth labor and materials furnished Frank P. Sargent Construction Company and John A. Logan, respectively, on the Prineville Undercrossing job.

Will you kindly forward to me certified copies of the contracts and bonds applicable as provided in Section 98-205 O. C. L. A.

Yours truly
Frank Deich
Frank Deich

FD:l
enc.

RECEIVED
FEB 5 1947
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Multnomah)

I, H. R. MENDENHALL, being first duly sworn, depose and say: That I am secretary-treasurer of Northwest Marine Iron Works; that on and before the 5th day of November, 1946, the said Northwest Marine Iron Works furnished labor and materials to John A. Logan for an Oregon State Highway construction job known as "PRINEVILLE UNDERCROSSING", which labor and materials was as follows:

Weld plates on top and bottom of girders and assemble complete.	$1,635.11

That I have personal knowledge of the foregoing and know that the labor and materials were furnished as aforesaid and that no part thereof has been paid, and I make this affidavit for the purpose of obtaining a certified copy of the contract and bond covering said job, as provided in Section 98-205 O. C. L. A.

H R Mendenhall

Subscribed and sworn to before me this 4th day of February, 1947.

Frank Deich
Notary Public for Oregon

My commission expires January 21, 1948.

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Multnomah)

I, H. R. MENDENHALL, being first duly sworn, depose and say: That I am secretary-treasurer of Northwest Marine Iron Works; that on and before the 10th day of October, 1946, the said Northwest Marine Iron Works furnished labor and materials to Frank P. Sargent Construction Company for an Oregon State Highway construction job known as "PRINEVILLE UNDERCROSSING", which labor and materials was a s follows:

Furnish labor and materials to fabricate structural steel for girder, per drawing OSH drwg No. 7408	$510.00

That I have personal knowledge of the foregoing and know that the labor and materials were furnished as aforesaid and that no part thereofhas been paid, and I make this affidavit for the purpose of obtaining a certified copy of the contract and bond covering said job, as provided in Section 98-205 O. C. L. A.

H R Mendenhall

Subscribed and sworn to before me this 4th day of February, 1947.

Frank Deich
Notary Public for Oregon

My commission expires January 21, 1948.

Form E-1—5M—7-46

SG-61(5)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 11, 1947

Section Prineville Grade Separation

Kind of work Grading

Highway Madras-Prineville

Section prefix 107-1006

Contractor John A. Logan

Contract number 2821

Date of contract July 1, 1946

Date of completion Dec. 31, 1946

Date work started Aug. 22, 1946

Estimated date of completion Ja, 19

Amount of contract $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date, $, %

Date project was completed Jan. 8, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job completed by contractor. Small amount of field work remains for record data plus ensuing office work.

Final report.

Signed J. E. Morelock

Address Madras

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.132	0.132			
Miles partially completed					
Miles completed	0.132	0.132			
Total estimated quantities	4400	2070			
Estimated quantities moved or placed to date	3572.3	4077			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JAN 10 1947
FOR FILING

SG-61 (5)

January 9, 1947

Mr. John A. Logan
3824 N. E. 74th St.
Portland
Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 30, 1946, had under discussion your request for an extension of time of 60 days, from December 31, 1946 to March 1, 1947, within which to complete your contract No. 2321, for the Prineville Grade Separation on the Madras-Prineville Highway, in Crook County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee/gl

cc: Wm. E. Chandler

Jm

~~MONTANA~~
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

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NOV 27 1946
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SG-61(5)

November 21, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement and certificate for the Oregon Project No. SG-61(5), Prineville R.R. Undercrossing Section of the Madras - Prineville Highway.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
NOV 23 1946
OREGON
STATE HIGHWAY COMMISSION

Form P. R. 2

State Oregon WA8pr 7130

Federal Aid Secondary Railway-Highway Project No. [illegible]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1946

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the [illegible] day of February, 19[illegible], a project statement, which was approved on the [illegible] day of February, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the [illegible] day of June 19[illegible]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of [illegible] dollars ($[illegible]) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. [illegible], Laws [illegible]; Chap. 31, Laws [illegible]; Chap. [illegible], Laws 1930. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station [illegible] in the [illegible] 1/4, Section [illegible], and survey station 11307+[illegible] in the [illegible] 1/4, Section [illegible], all in T. [illegible] S., R. [illegible] E., W.M., without exception.

, length [illegible] miles, in [illegible] County,

being [illegible] [illegible] of Oregon Federal Aid [illegible]/ [illegible] project No. [illegible](5), consisting of

[illegible] miles of roadway and [illegible] ~~bridges, each of more than 20 feet clear span,~~ underpass structure.

~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives.

16—11379-1

(b) Wherever in the printed language of this agreement the terms "Federal Works Administrator" and "Administrator" appear, they shall be construed to have the same meaning and effect as the terms "Commissioner of Public Roads, Public Roads Administration, Federal Works Agency" and "Commissioner", respectively, to conform to the provisions of the Federal-Aid Highway Act of 1944 and the regulations issued pursuant thereto.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ~~of~~ said project shall not in any event exceed the sum of thirty-thousand and 00/100 dollars ($30,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-five thousand, eight hundred seventy-two and 65/100 dollars ($35,872.65), the approved total estimated cost of ~~Section~~ ~~of~~ said project.

PAYMENTS

ARTICLE V. (As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter [illegible], Laws 1919 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the **29th** day of **November**, 1946

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

Attest
By
SECRETARY
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

~~[illegible]~~
~~COMMISSIONER OF PUBLIC ROADS~~

By
~~Acting Commissioner of Public Roads~~
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Railway-Highway Project No. SG-61(5) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $35,872.65 as the total estimated cost of said project, and the sum of $30,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of ~~Washington~~ Portland, Oregon, this 20th day of November one thousand nine hundred and forty-six.

~~COMMISSIONER OF PUBLIC ROADS~~

By W B Lynch
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—10139

J. M.

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~[illegible]~~
Division 8

RECEIVED
OCT 26 1946
FOR FILING
SG-61([illegible])

October 25, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SG-61(5)
Prineville R.R.
Undercrossing Sec.
Madras-Prineville Hwy.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications and title sheet.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
OCT 26 1946
OREGON
STATE HIGHWAY COMMISSION

Jm

RECEIVED
APR 2 1947
FOR FILING
SG-61 (5)

September 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Prineville R. R. Undercrossing Section, Project No. SG-61 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS
Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S0-61 (5)

PRINEVILLE R.R. UNDERCROSSING SECTION
OF THE MADRAS-PRINEVILLE HIGHWAY IN CROOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 26, 1946

Roadway (Sta. 1300+00 to 1307+00)

1,900	cu. yds.	General Excavation, Unclassified	$ 0.75	$ 1,425.00
All Required		Finishing Roadbed and Slopes (20%)		200.00
470	cu. yds.	Selected Roadbed Topping	1.25	587.50
700	yd. mi.	Hauling Roadbed Topping	0.15	105.00
		Subtotal		$ 2,317.50
		10% Engr. & Cont.		231.75
		Total		$ 2,549.25

Undercrossing Structure and Railroad Roadbed

2,800	cu. yds.	Borrow Excavation, Unclassified	$ 0.75	$ 2,100.00
3,000	yd. mi.	Truck Haul	0.15	450.00
All Required		Finishing Roadbed and Slopes (80%)		800.00
1,600	cu. yds.	Gravel Ballast	1.25	2,000.00
2,800	yd. mi.	Hauling Gravel Ballast	0.15	420.00
All Required		Shoring, Cribbing, Etc.		250.00
70	cu. yds.	Structural Excavation	4.00	280.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
3,300	lin. ft.	Furnishing Piling	0.70	2,310.00
66	only	Drive Piles	30.00	1,980.00
65	cu. yds.	Class "A" Concrete	55.00	3,575.00
6,000	lbs.	Metal Reinforcement	0.10	600.00
20	M-FBM	Treated Lumber	220.00	4,400.00
6,100	lbs.	Structural Steel	0.15	915.00
All Required		Erecting Girders		2,114.00
All Required		Shifting Track		8,000.00
		Subtotal		$30,294.00
		10% Engr. & Cont.		3,029.40
		Total		$33,323.40

Length of Roadway	0.132 mile
Length of Undercrossing Structure	0.000 mile
Length of Project	0.132 mile
Cost per mile, Roadway	$252,450.00

SUMMARY OF FUNDS

Item	Total Cost	Federal Secondary Funds	State Funds
Roadway	$ 2,549.25	$ 2,132.00	$ 417.25
Undercrossing Structure	33,323.40	27,868.00	5,455.40
	$35,872.65	$30,000.00	$5,872.65

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

[illegible]
Division 8

June 12, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 20-61(5), Undercrossing of City of Prineville Railway on the Madras-Prineville Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

It is requested that a certified copy of the railroad agreement be furnished at your early convenience.

Very truly yours,

T. M. DAVIS
District Engineer

By H. A. STODDART
Senior Highway Engineer

June 8, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, six sets of reduced blue line prints for the Prineville R.R. Undercrossing, Project No. 8G-61 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Oregon State Highway Department

Federal Aid Secondary
Project No. SO-61 (5)

PRINEVILLE R.R. UNDERCROSSING SECTION
OF THE MADRAS-PRINEVILLE HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 7, 1946

Roadway (Sta. 1300+00 to 1307+00)

1,900	cu. yds.	General Excavation, Unclassified	$ 0.55	$ 1,045.00
All Required		Finishing Roadbed and Slopes (20%)		120.00
470	cu. yds.	Selected Roadbed Topping	0.60	282.00
700	yd. mi.	Hauling Roadbed Topping	0.15	105.00
			Subtotal	$ 1,552.00
			10% Engr. & Cont.	155.20
			Total	$ 1,707.20

Underpassing Structure and Railroad Roadbed

2,800	cu. yds.	Borrow Excavation, Unclassified	$ 0.55	$ 1,540.00
3,000	yd. mi.	Truck Haul	0.16	480.00
All Required		Finishing Roadbed and Slopes (80%)		480.00
1,600	cu. yds.	Gravel Ballast	0.60	960.00
2,800	yd. miles	Hauling Gravel Ballast	0.15	420.00
All Required		Shoring, Cribbing, Etc.		950.00
70	cu. yds.	Structural Excavation	4.00	280.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
3,300	lin. ft.	Furnishing Treated Piling	1.50	4,950.00
66	only	Drive Piles	24.00	1,584.00
65	cu. yds.	Class "A" Concrete	38.00	2,470.00
6,000	lbs.	Metal Reinforcement	0.08	480.00
20	M-FBM	Treated Lumber	250.00	5,000.00
6,100	lbs.	Structural Steel	0.27	1,647.00
All Required		Erecting Girders		2,250.00
All Required		Shifting Tracks		8,100.00
			Subtotal	$31,691.00
			10% Engr. & Cont.	3,169.10
			Total	$34,860.10

Length of Roadway	0.132 mile
Length of Undercrossing Structure	0.00 mile
Length of Project	0.132 mile
Cost per mile, Roadway	$12,933.33

SUMMARY OF FUNDS

Item	Total Cost	Federal Secondary Funds	State Funds
Roadway	$ 1,707.20	$ 1,400.00	$ 307.20
Undercrossing Structure	34,860.10	28,600.00	6,260.10
	$36,567.30	$30,000.00	$6,567.30

SUMMARY OF FEDERAL AID WORK

PRINEVILLE R.R. UNDERCROSSING

PROJECT NO. SG-61(5)

Former		Present			Length	
Section	Type	Type	Rdwy. Width	Sta. to Sta.	Former	Present
D	312	312	25	(1300+00 to 1301+10) (1306+10 to 1307+00)	.038	.038
-	-	312	25	(1301+10 to 1306+10)	.094	.094

PRINEVILLE R.R. UNDERCROSSING

PROJECT NO. SG-61(5)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 7, 1946

MONTANA
~~OREGON~~
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

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SG-61-5

August 6, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the agreement between the State and the City of Prineville Railroad relative to the undercrossing proposed to be constructed as Oregon Project SG-61(5), Prineville Railway Undercrossing Section, Madras - Prineville Highway.

This agreement has been reviewed and the following comments are submitted.

Section 8 of the agreement made and entered into on May 15, 1946 between the State and the City of Prineville as the owner of a railroad for the construction of a highway underpass on Oregon Project No. SG-61(5) provides that the State perform all work in connection with certain required changes to the facilities of the railroad, namely: (c) place new ties, rails and rail fittings on portion of the railroad that is to be relocated; (d) remove and salvage ties, rail and rail fittings on that portion of the railroad that is to be abandoned and deliver same to the City at its yards in Prineville; and (e) furnish and place ballast on the new portion of the track.

It is requested that this office be furnished with the submission of the final voucher, the complete details of all of the City's billings to the State or to its contractor for labor; materials, separately from the items of materials provided to be furnished by the City under Section 10; for supplies; equipment, to include work train services; and for other services in connection with the performance of work by the State as provided for under Section 8 of this agreement.

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OREGON
STATE HIGHWAY COMMISSION

Jn
copy to Paxson

The amounts thus billed by the City to the State or to its contractor which are in excess of those which otherwise would be reimbursable to the City under the provisions of General Administrative Memorandum No. 299, effective May 1, 1946, had all work in connection with making the required changes to the facilities of the railroad been performed by the owner, will be deducted in the payment of the final voucher for this project.

Very truly yours,

T.M.Davis
T. M. DAVIS
District Engineer.

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xxxxxxxxxxxx
Division 8

NOTED
State Highway Engineer

August 13, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. Paxson

Dear Sir:

In connection with the Prineville Undercrossing plans on Oregon Project SG-61(5), our Western Headquarters' office has suggested that the impact note be modified by change from the 70% shown to 40%, as was used in checking the second-hand girders. This note appears on your Drawing 7408.

Very truly yours,

W. H. LYNCH
Division Engineer

By:

L. J. Caufield
Principal Highway Engineer

[illegible]
[illegible]

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AUG 1 [illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

dm

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SC-61-5

July 31, 1946

Mr. John A. Logan
3824 N.E. 74th St.
Portland, Oregon

Dear Sir:

We are sending you today, by express, a fully executed copy of contract No. 2821 which was awarded to you on July 1, 1946 by the State Highway Commission, covering Prineville Grade Separation on the Madras-Prineville Highway. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

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JUL 16 1946
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FHSG 61-5

July 15, 1946

Mr. F. B. Swayze, President
The First National Bank
Hermiston, Oregon

Dear Mr. Swayze:

Reply is made to your letter of July 15 concerning your prospective loan to Mr. Frank Sargent, of Hermiston, subcontractor under Mr. John A. Logan, for the construction of State Highway Bridge No. 5223, Contract No. 2821, being an overcrossing at Prineville. It is noted that you are willing to make this loan provided you are assured that it will be paid directly to you when the job is done.

I am sorry, but we cannot give you such assurance. The Highway Commission's contract is with John Logan, and payments in connection therewith must be made to John Logan unless he agrees to assign payments to your bank. In the event he is willing to do that, then he must file with the Highway Commission such an assignment together with a letter from the surety on his bond consenting thereto without prejudice to the bond. I enclose several of our standard forms that have been prepared for this purpose.

I would suggest that perhaps it would be more satisfactory if Mr. Sargent would agree to the assignment to you of funds that he has coming to him from Mr. Logan so that the transaction would not directly involve either the Highway Commission or the bonding company which furnished the bond to the state for Mr. Logan in connection with this job. Mr. Sargent's bondsman, of course, should consent to such an assignment.

I am sorry we cannot accommodate you in this regard and trust that you will be able to make other arrangements that will prove satisfactory.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo 7/16
Enc.

FIRST

THE FIRST NATIONAL BANK

F. B. SWAYZE, PRESIDENT R. ALEXANDER, VICE PREST.
A. H. NORTON, CASHIER

Hermiston, Oregon

July 15, 1946.

State Highway Commission,
Salem, Oregon.

Re: Contract-John A. Logan.
Bridge No. 5223-Contract No.2821
Prefix 107-1006--F.A.S.G. 61-(5)

Gentlemen:-

Mr. Frank Sargent of Hermiston, Oregon, has take a sub contract under Mr. Logan for building a bridge on this job.

Sargent states he will need a small advance on this work until the job is completed and we are willing to make this loan providing we can be assured by someone in charge that we can file a notice with the State or with Mr. Logan so that when the payoff is ready, we can be paid directly for whatever advance we have made, providing, of course, that the amount is agreed upon before the work starts.

It is my understanding from Mr. Sargent that he has already given Mr. Logan an indemnity bond.

Very truly yours,

F B S

F. B. Swayze, President.

F B Swayze

RECEIVED
JUL 15 1946
OREGON
STATE HIGHWAY COMMISSION

ERED
H B. GLAISYER

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AUG 14 1946
FOR FILING

SG-61-5

AGENDA
AUG 6 1946

4-p

July 2, 1946

Mr. John A. Logan
Heppner Hotel
Heppner, Oregon

Dear Mr. Logan:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Prineville Railway Undercrossing Section of the Madras-Prineville Highway, in Crook County. This award was based on your low bid of $32,611.50 submitted on June 26, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ee

cc - Mr. S. H. Probert
Mr. G. S. Paxson
Goldie Lewis

gex confirmed

S+C

File

SERVICE DESIRED	
	CABLE
	ORDINARY
	URGENT RATE
	DEFERRED
NIGHT LETTER	NIGHT LETTER

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1207

A. N. WILLIAMS
PRESIDENT

$
S
F

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

8:55 a.m.
July 2 19 46

To John A. Logan

Care of or Apt. No. Heppner Hotel

Street and No.

Place Heppner, Oregon

State Highway Commission awarded you today contract for Prineville Railway Undercrossing Section of Madras-Prineville Highway, Crook County, based on your low bid submitted June 26, 1946. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

go
Charge

Sender's name and address
(For reference only)

Sender's telephone number

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

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FOR FILING
SG-61(5)

July 1, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your wire of June 29th, we hereby concur in award of contract, as of July 1, 1946, for Oregon Federal Aid Secondary Grade Crossing Project No. SG-61(5), Prineville Railway Undercrossing, to John A. Logan, Portland, Oregon, who submitted the low bid of $32,611.50.

Our concurrence in award is limited to $30,000.00 Federal Funds as provided for in the approved program, and no additional Federal Funds will be recommended unless and until a programmed increase in such funds is approved by the Commissioner.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

NOTED
H. B. GLAISYER

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JUN 29
FOR FILING

S.S. 61-5

Charge to the account of ______ $ ______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1206

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Main File

SALEM, OREGON
JUNE 29, 1946

T. M. DAVIS, DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, 8, OREGON

MAY WE HAVE YOUR CONCURRENCE IN THE AWARD OF THE CONTRACT FOR THE CONSTRUCTION OF THE PRINEVILLE UNDERCROSSING ON THE MADRAS-PRINEVILLE SECONDARY HIGHWAY IN CROOK COUNTY, F. A. NO. SS-61 (5), AS OF JULY 1, TO JOHN A. LOGAN AT THE LOW BID OF $[illegible].

R. H. BALDOCK

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JUN 29 1946
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SG 61-5

June 21, 1946

Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Attention of Mr. T. E. Davis

Gentlemen:

Subject: Prineville Grade Separation
Project No. SG-61 (5)

Attached herein find data to support our 1946 estimate of cost to construct the above-named project.

Very truly yours,

R. H. Baldock
State Highway Engineer

GAS HBS
cc G. S. Paxson
Enclosure

PRINEVILLE GRADE SEPARATION
Madras-Prineville Highway in Crook County
F. A. Project No. SG-61 (5)

Estimate of Cost Based on 1940 Unit Prices

Grade Work:

1900 cu. yd.	General Excavation	at	$	0.40	$ 760.00
2800 cu. yd.	Borrow Excavation	"		0.40	1,120.00
3000 yd. mi.	Truck Haul	"		0.12	360.00
All	Finishing Roadbed & Slopes	"			400.00
470 cu. yd.	Selected Roadbed Topping	"		0.45	211.50
700 yd. mi.	Haul Roadbed Topping	"		0.12	84.00
1600 cu. yd.	Gravel Ballast	"		0.45	720.00
2800 yd. mi.	Haul Ballast	"		0.12	336.00
				Subtotal	$4,071.50

Structural

All	Shoring, Cribbing, Etc.	at	$		$ 500.00
70 cu. yd.	Structural Excavation	"		2.50	175.00
10 cu. yd.	Structural Excavation Below Elevation Shown	"		5.00	50.00
3,300 lin. ft.	Treated Piling	"		1.00	3,300.00
66 only	Drive Piles	"		15.00	990.00
65 cu. yd.	Class A Concrete	"		24.00	1,560.00
6000 lb.	Metal Reinforcement	"		0.06	360.00
20 M-FBM	Treated Lumber	"		110.00	2,200.00
6100 lb.	Structural Steel	"		0.19	1,159.00
All	Erect Girders	"			1,900.00
All	Shift Track	"			5,000.00
				Subtotal	$17,194.00
				Total Job	$21,265.50

Explanation of 1940 Unit Prices

Unit prices shown for all items except "Structural Steel," "Erect Girders," and "Shift Track" are low bid prices received for somewhat similar work received in 1940. Unit prices for the excepted items were arrived at as follows:

Structural Steel:

6100 lb.	Steel - Jobsite	at	$ 0.12	$ 732.00
600 ft.	Placing - Welding	"	0.50	300.00
3 ton	Painting	"	10.00	30.00
			Subtotal	$1,062.00
	Bond, Ins., & Misc.	"	10%	106.00
			Total	$1,168.00

$\frac{1168.00}{6100 \text{ lb.}}$ = 19 cents + per lb.

Use 19 cents

Erecting Girders:

Load and Haul to Jobsite	$ 300.00

Repair Work on Girders and Lateral System:

200 hrs.	Labor	at	$1.20 + 25% Ins.	300.00

Erecting:

350 M hrs.	Labor	at	$1.20 + 25% Ins.	525.00
6 Shifts	Equip. Truck Crane	at $25.00		150.00
10 Tons	Clean & Paint	at $10.00		100.00
			Subtotal	$1,375.00
	Bonds, Ins. & Misc.		10%	137.50
			Total	$1,512.50

Use $1,500.00

Shift Track:

640 M hrs.	Labor	at $1.00 + 15% Ins.		$ 736.00
1280 M hrs.	Labor	at $1.50 + 15% Ins.		2,208.00
7 Shifts	Equip. Truck Crane	at $25.00		$ 175.00
1700 Only	Haul & Place Ties	at $1.00		$1,700.00
	Small Tools			$ 100.00
			Subtotal	$4,919.00
	Bond, Ins., Misc.		10%	492.00
			Total	$5,411.00

Use $5,400.00

1946 unit prices are arrived at by using 1940 estimated or low bid unit prices and adjusted by using increased cost factors shown in the attached supplement.

Estimate of Cost to Construct on 1946 Unit Price

Grade Work:

1900 cu. yd.	General Excavation	at	$ 0.55	$ 1,045.00
2800 cu. yd.	Borrow Excavation	at	0.55	1,540.00
3000 yd. mi.	Truck Haul	"	0.16	480.00
All	Finishing Roadbed & Slopes	"		600.00
470 cu. yd.	Selected Roadbed Topping	"	0.60	282.00
700 yd. mi.	Haul Roadbed Topping	"	0.15	105.00
1600 cu. yd.	Gravel Ballast	"	0.60	960.00
2800 yd.mi.	Haul Ballast	"	0.15	420.00

Subtotal $ 5,432.00

Structural:

All	Shoring, Cribbing, Etc.	at	$	$ 950.00
70 cu. yd.	Structural Excavation	"	$ 4.00	280.00
10 cu. yd.	Structural Excavation Below Elev.	"	10.00	100.00
3300 lin. ft.	Treated Piling	"	1.50	4,950.00
66 Only	Drive Piles	"	24.00	1,584.00
65 cu. yd.	Class A Concrete	"	38.00	2,470.00
6100 lb.	Metal Reinforcement	"	0.08	480.00
20 M-FBM	Treated Lumber	"	250.00	5,000.00
6000 lb.	Structural Steel	"	0.27	1,647.00
All	Erect Girders	"		2,250.00
All	Shift Truck	"		8,100.00

Subtotal $ 27,811.00

Total Job $ 33,243.00

6/21/46

DATA TO SUBSTANTIATE 1946 CONSTRUCTION ESTIMATES

LABOR

(a) A tabulation of data from certified pay rolls submitted by contractors on 20 bridge construction contracts in 1940 indicates the following:

Class of Labor	Per Cent of Total Pay Roll	Range of Rates	Average Rate
Supervisory	16	$1.20 hr. to $300 mo.	$1.21 hr.
Skilled	36	1.20/1.87½	1.22 hr.
Intermediate	22	0.75/1.25	0.78 hr.
Common	26	0.60/0.75	0.62 hr.

(b) A tabulation of data from certified pay rolls submitted by contractors on all bridge construction contracts active in 1946 to March 15, 1946 indicates the following:

Class of Labor	Per Cent of Total Pay Roll	Range of Rates	Average Rate
Supervisory	25	$1.50 hr. to $350 mo.	$2.07 hr.
Skilled	61	1.20/1.67½	1.47 hr.
Intermediate	5	1.10/1.15	1.11 hr.
Common	9	0.95/1.25	1.06 hr.

(c) Percentage job increase of 1946 labor rates over 1940 labor rates is arrived at as follows:

1940	1946
16% at 1.21 = 0.1936	25% at 2.07 = 0.5175
36% at 1.22 = 0.4392	61% at 1.47 = 0.8967
22% at 0.78 = 0.1716	5% at 1.11 = 0.0555
26% at 0.62 = 0.1612	9% at 1.06 = 0.0954
0.9656	1.5651

Per cent increase = $\frac{1.5651}{0.9656}$ = 1.62%, or 62% over 1940 costs

Note that the above increase reflects only the pay roll dollar increase. It does not take into account the intangible items of industrial insurance, public liability and property damage insurance, social security and unemployment insurance, transportation and per diem costs of workmen. All of these items are a part of labor costs, and when taken into consideration, will reflect further increases in the job costs. Data on such costs are being assembled and will be shown at a later date.

MATERIAL

Preliminary investigation into advances in material costs indicate the following:

Item	1940	1946	Per Cent Increase
Portland Cement (Bbl. Portland Bulk)	$1.90	$2.35	24
Screened Gravel (c.y. Portland)	0.75	1.25	67
Sand (c.y. Portland)	0.75	1.25	67

Metal Reinforcing

1940 Job	Tons	M. from Portland	1940	1946	% inc.
Canyon Creek Bridge	18	277	4.15	4.60	11
Henley Flume	15	302	4.30	4.75	10
Davies Grade Separation	143	40	3.48	3.88	11
Gooserock Bridge	65	310	3.83	4.53	18
COID Canal	4	200	4.46	4.86	9
North Canal	7	200	4.28	4.73	10
Lost River	23	307	3.78	4.43	17
Beaver Creek	17	96	3.50	4.03	18
Cox Creek	20	76	3.87	4.57	18

Prices shown are per cwt. f.o.b. job site.

Lumber (M)	20.00	48.00	140
Hardware (cwt.)	4.00	6.00	50
Structural Steel (lb.)	0.055	0.08	45
Office & Overhead (Assumed)			50
Equipment Rental (Assumed)			50
Steel Rail (l. ft.)	4.20	4.83	15

JOB COST BREAKDOWN

A tabulation of data from final cost analysis made by resident engineers on 30 bridge construction jobs indicates the labor-material breakdown on major bid items to be as follows:

Shoring, Cribbing, Etc.

Labor	60% of cost
Material	35% of cost
Miscellaneous	5% of cost

Dry Excavation:

Labor	82% of cost
Materials	7% of cost
Equipment	9% of cost
Miscellaneous	2% of cost

Wet Excavation:

Labor	40% of cost
Material	30% of cost
Equipment	18% of cost
Miscellaneous	12% of cost

Drive Piles:

Labor	57% of cost
Equipment	26% of cost
Miscellaneous	17% of cost

Furnish Piling:

Material	100% of cost

Concrete:

Cement	26% of cost
Gravel	10% of cost
Sand	6% of cost
Lumber	10% of cost
Hardware	1% of cost
Labor-Forms & FW	18% of cost
Labor-Mix & Place	9% of cost
Labor-Finish	4% of cost
Equipment	5% of cost
Miscellaneous	11% of cost

Metal Reinforcing:

Labor	21% of cost
Material	77% of cost
Miscellaneous	2% of cost

Handrail:

Labor	47% of cost
Materials	
Cement	2% of cost
Sand	1% of cost
Gravel	1% of cost
Metal Reinforcement	1% of cost
Steel Rail	29% of cost
Forms	9% of cost
Miscellaneous	10% of cost

Structural Steel:

Labor	16% of cost
Materials	75% of cost
Equipment	7% of cost
Miscellaneous	2% of cost

Treated Lumber:

Labor	12% of cost
Lumber	73% of cost
Hardware	7% of cost
Miscellaneous	8% of cost

Labor and material increases shown above are reflected in the 1946 unit bid prices as follows:

Shoring, Cribbing, Etc.

Labor	60%	x	62%	increase	0.3620
Material	35%	x	140%	"	0.4900
Miscellaneous	5%	x	50%	"	0.0250
	Cost Increase Factor				0.8770

1946 Cost - 1.8770 x 1940 U. P. or Est.,

Dry Excavation:

Labor	82%	x	62%	increase	0.5084
Material	7%	x	140%	"	0.0980
Equipment	9%	x	50%	"	0.0450
Miscellaneous	2%	x	50%	"	0.0100
	Cost Increase Factor				0.6614

1946 Cost - 1.6614 x 1940 U. P. or Est.

Wet Excavation:

Labor	40%	x	62%	increase	0.2480
Material	30%	x	140%	"	0.4200
Equipment	18%	x	50%	"	0.0900
Miscellaneous	12%	x	50%	"	0.0600
	Cost Increase Factor				0.8180

1946 Cost - 1.8180 x 1940 U. P. on Est.

Drive Piles:

Labor	57%	x	62%	increase	0.3534
Equipment	26%	x	50%	"	0.1300
Miscellaneous	17%	x	50%	"	0.0850
	Cost Increase Factor				0.5684

1946 Cost - 1.5684 x 1940 U. P. or Est.

Concrete:

Cement	26%	x	24%	increase	0.0624
Gravel	10%	x	67%	increase	0.0670
Sand	6%	x	67%	"	0.0420
Lumber	10%	x	140%	"	0.1400

Hardware	1%	x	50% increase	0.0050
Labor	31%	x	62% "	0.1922
Equipment	5%	x	50% "	0.0250
Miscellaneous	11%	x	50% "	0.0550
			Cost Increase Factor	0.5868

1946 Cost - 1.5868 x 1940 U. P. or Est.

Metal Reinforcing:

Labor	21%	x	62% increase	0.1302
Material	77%	x	increase shown for each job	
Miscellaneous	2%	x	50% increase	0.0100

Handrail:

Labor	47%	x	62% increase	0.2914
Cement	2%	x	24% "	0.0048
Sand	1%	x	67% "	0.0067
Gravel	1%	x	67% "	0.0067
Metal Reinf.	1%	x	15% "	0.0015
Steel Rail	29%	x	15% "	0.0435
Forms	9%	x	140% "	0.1260
Miscellaneous	10%	x	50% "	0.0500
			Cost Increase Factor	0.5306

1946 Cost - 1.5306 x 1940 U. P. or Est.

Structural Steel:

Labor	16%	x	62% increase	0.0992
Material	75%	x	45% "	0.3375
Equipment	7%	x	50% "	0.0350
Miscellaneous	2%	x	50% "	0.0100
			Cost Increase Factor	0.4817

1946 Cost - 1.4817 x 1940 U. P. or Est.

Treated Lumber:

Labor	12%	x	62% increase	0.0744
Lumber	73%	x	140% "	1.0220
Hardware	7%	x	50% "	0.0350
Miscellaneous	8%	x	50% "	0.0400
			Cost Increase Factor	1.1714

1946 Cost - 1.1714 x 1940 U. P. or Est.

The data herein will be used in supporting 1946 estimates of cost for construction when these estimates are greater than 35% of the 1940 estimates of cost for the same construction.

1940 estimates are arrived at by using low bid prices on comparable construction whenever such are applicable. When comparable work low bid prices are not available then a reasonable cost estimate is prepared, using as a basis, wage scales, equipment rental rates, and other data affecting construction costs for that period.

1946 estimates are arrived at by using 1940 cost estimates and adjusting them by use of price increases for the various items of work as shown herein, and other factors affecting 1946 construction costs.

RECEIVED
JUN 12 1946
FOR FILING

SG 61-5

June 7, 1946

Mr. T. M. Davis, District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Subject: Prineville Undercrossing
SG-61 (5)

In connection with the Prineville Undercrossing, plans and specifications for which were submitted to you today, the State proposes to furnish to the contractor the two main steel girders carrying the railroad tracks over the highway. These girders formerly carried the Spruce Railroad over the Oregon Coast Highway in Lincoln County. When this railroad was abandoned, the girders were salvaged and stored in our maintenance yard at Newport. Some strengthening of the girders by the addition of cover plates and an additional set of sway frames is necessary to bring these girders to the required railroad loading. The furnishing of this additional steel is provided for in Item No. 17 of this project.

The State will make no claim against the federal funds for the value of the steel girders. The cost of hauling them to the job and making the necessary revisions to them is included in the contract. May we have your approval of this procedure.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP [illegible]
cc G. S. Paxson

RECEIVED
JUN 17 1946
FOR FILING

SS-61-5

June 4, 1946

Mr. T. H. Davis, District Engineer
Public Roads Administration
Portland 8, Oregon

Dear Sir:

Subject: Undercrossing of City of Prineville
Railway by the Redmond-Prineville
Secondary Highway - SS-61 (5)

In accordance with paragraph (a), Section 1.15 of the regulations for carrying into effect the provisions of the Federal Aid Highway Act of 1944, dated April 21, 1945, the following data in support of the estimate of total benefits to the railroad concerned are submitted. Also submitted herewith are conformed copies of an agreement between the State and the railroad company covering the project.

The location of the existing road, the new highway, and the City of Prineville Railway are shown on the attached map (our Drawing S-68). The grading and topping of the new highway was done in 1941 as Project FAS 61-A and B. At that time the separation of grades of the new highway and the railroad were a part of the Federal grade separation program, and the construction of the embankment to effect this separation of grades was then under the above contract. Before the contract could be let for the structure, war conditions made it advisable to cancel the structural work. Prior to the grading and topping of this new highway, there was only a farm crossing of the railroad at this site. All through traffic used the road marked "existing road" on the attached map, and proceeded into Prineville. The railroad ends at Prineville, and the existing road crossed spur tracks at grade. These spur tracks must remain open under the new arrangement, as all local traffic originating in the vicinity of Prineville will continue to use the old road.

No existing grade crossing will be eliminated other than the minor farm road previously mentioned. In view of the circumstances cited above, we can find no benefits accruing to the City of Prineville Railway from this project, and we are, therefore, recommending that no contributions be required from them.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP GM
CC G. S. Paxson
Attached

PRINEVILLE

AGREEMENT

THIS AGREEMENT, made and entered into this 15th day of May, 1946, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called "State", and the City of Prineville, a municipal corporation of the State of Oregon, hereinafter called "City",

WITNESSETH:

RECITALS

1. State and City desire to construct a grade separation of City's railroad and the Madras-Prineville Highway by carrying the City's railroad over the roadbed of such highway, which project is located approximately four miles northwest of Prineville in the southwest quarter of the southeast quarter (SW¼ SE¼) of Section 15, Township 14 South, Range 15 East, W.M., in Crook County, Oregon.

2. By an order duly made and entered on the 24th day of September, 1941, by Ormond R. Bean, as Commissioner of Public Utilities of the State of Oregon, after notice and a hearing at which both the State and City were represented, it was ordered that a grade separation of the City's railroad and the Madras-Prineville Highway be constructed, and that reimbursement for all necessary expenditures made by the City in connection with such project would be limited to such as would be allowed and not prohibited by General Administrative Memorandum No. 39, as supplemented by General Administrative Memorandum No. 100, issued by the Public Roads Administration of the Federal Government and the amendments thereto.

3. It is now the purpose of State and City to finance the larger part

of said project with funds made available or allocated to the State of Oregon under the terms of Public Law 521, enacted by the 78th Congress of the United States, for the elimination of hazards occasioned by the crossing of highways and railroads at grade.

4. Said Federal law provides that a railroad company's pro rata share of the cost of such a project shall be determined by the Commissioner of Public Roads, which determination shall be made by said Commissioner upon recommendations made to him by the State Highway Department, and on the basis of such other information and investigation as said Commissioner may deem necessary or proper.

5. The State, and particularly its State Highway Department, has fully inspected the site of the proposed grade separation and has examined all of the physical conditions and all other pertinent data and facts from which and upon which to base a determination as provided in said law with respect to the benefits accruing to the said City as owner of the railroad by reason of the construction of said project.

NOW, THEREFORE, in consideration of the covenants and agreements herein contained, City and State agree as follows:

1. Subject to the terms of the Federal Act referred to in the recitals herein, and subject to the rules and regulations promulgated for the enforcement of said Public Law 521, 78th Congress, (Federal Aid Highway Act of 1944), and subject to other rules and regulations prescribed by the Commissioner of Public Roads and the Federal Works Administrator, the State shall submit to the Public Roads Administrator and recommend for approval, a grade separation project to carry the City of Prineville's railway over

the roadbed of the Madras-Prineville Highway.

2. The State having prepared plans and specifications for the construction of said project, shall approve the same and shall submit such plans and specifications to the City for approval and thereafter, shall file said plans and specifications with the Public Roads Administration and request the construction of said project in accordance with said plans and specifications, the cost thereof to be paid with Federal funds allocated under said Federal Aid Highway Act.

3. The location of said proposed grade separation project is shown on the attached map, marked "Exhibit A", being Drawing No. 2B-24-21, which by this reference is made a part hereof.

4. For the purpose of conforming to and complying with the provisions of said Public Law 521, 78th Congress, and with the rules and regulations promulgated in connection therewith, the State has given due consideration to all pertinent facts and data with respect to benefits to be shared by the City by reason of the construction of said project, and has determined that within the meaning of said law and the rules and regulations promulgated by Thomas H. McDonald, as Commissioner of Public Roads, and Phillip B. Fleming, Federal Works Administrator, no profits or benefit will accrue to the City by reason of the construction of said project for which the City should be required to pay or contribute, and the State will so report and recommend to the Commissioner of Public Roads.

5. It is recognized by State and City that the findings and recom-

mendation of the State with respect to total benefits shared by the City and to contributions required or not required, as determined by the State, are not controlling on the United States or its agencies, but are subject to ultimate and final determination by the United States.

6. State shall grant City an easement for right of way for the construction, operation and maintenance of a railroad with its appurtenances and facilities over and across the following described parcel of land:

> Beginning at a point which is the intersection of the existing northerly right of way line of the City of Prineville Railway and the north and south center line of said Section 15; said point being 21.35 feet north of the south quarter corner of said Section 15; thence north 82 degrees 28 minutes east a distance of 628.2 feet to the existing northerly line of said railroad; thence south 72 degrees 8 minutes west along said right of way 270 feet; thence north 89 degrees 55 minutes west continuing along said right of way 365.8 feet more or less to the point of beginning, containing 15,454 square feet.

Said parcel of land is shown in red on Exhibit A hereof. Should City at any time abandon said railroad, State shall have the right to resume and retake exclusive possession of its said right of way hereinabove described, without notice.

7. City shall grant to State an easement for right of way for the construction, operation and maintenance of a public highway with its appurtenances and facilities over and across the following described parcel of land:

> Beginning at a point on the relocated center line of the Madras-Prineville Highway at Engineer's Station 1302+12; said point being 70 feet north and 360 feet east of the quarter corner between said Sections 15 and 22; thence north 82 degrees 28 minutes east a distance of 57.82 feet to a point which is 50 feet distant easterly

> from (when measured at right angles to) the said relocated center line; thence south 37 degrees 41 minutes east parallel to said center line 148.8 feet to the south line of the 28-foot strip of land deeded to the City of Prineville; thence north 88 degrees 56 minutes 30 seconds west along said south line a distance of 128.2 feet to a point which is 50 feet westerly from (when measured at right angles to) the relocated center line of said highway; thence north 37 degrees 41 minutes west parallel to said relocated center line 126.65 feet; thence north 82 degrees 28 minutes east 57.82 feet to the point of beginning, containing 13,772 square feet.

Said parcel of land is shown in yellow on Exhibit A attached hereto. Should State at any time abandon said highway, City shall have the right to resume and retake possession of its said right of way hereinabove described without notice.

8. Should said project be approved by the Federal Government and its construction authorized, State shall, at its sole cost and expense, furnish all labor, materials, tools and equipment, and perform all work in connection with the following items of construction:

(a) The undercrossing structure complete, except for rails, rail fittings and track spikes.

(b) The approach up to the bottom of the ties.

(c) Placing new ties, rails and rail fittings on that portion of the railroad that is to be relocated.

(d) Remove and salvage ties, rails and rail fittings on that portion of the railroad that is to be abandoned and deliver same to the City at its yards in Prineville.

(e) Furnish and place ballast on the new portion of the track.

9. The City may, at the cost of the State, furnish an inspector who shall safeguard the interests of the City during the progress of

the work.

10. The City shall, at its own cost, furnish ties, rails, rail fittings and track spikes for the relocated section of the railroad (except ties for that portion included within the limits of the structure), and may retain for its own use all such material from the section of the railroad that is abandoned. The material furnished by the City shall be delivered to the State's contractor, F.O.B. cars, either at Prineville or at such other siding as may be designated by State's contractor.

11. Reimbursement for any materials furnished or labor performed by the City in connection with this project shall be limited to such items as are authorised by and not excluded as reimbursable costs of projects financed by federal grade crossing elimination funds under the terms of the Public Law above referred to herein, and General Administrative Memorandums No. 39 and 100, and any other memorandums amendatory or supplemental thereto.

12. At the close of each month during the progress of construction, City shall render to the State a statement of all expenditures incurred by the City in connection with the project, which are recollectible from the State under the terms of this agreement. Within sixty (60) days thereafter, the State agrees to audit said statement and to pay the City the amount due under the terms of this agreement.

13. All work contemplated by this agreement shall be done in a good and workmanlike manner by the party obligated to perform same and to the satisfaction of State and City.

14. Upon completion of the structure, the State shall, at its sole

expense, maintain the highway roadbed surface, drainage and other highway appurtenances and facilities beneath the structure, and the City, at its sole expense, shall maintain the structure including the railroad embankment, piers, approach, structure and tracks.

15. In the event the State performs all or any part of the work to be performed by it under this contract, through a contractor or contractors, State shall require contractor or contractors, before beginning work, to furnish for and in behalf of the City, suitable and satisfactory liability insurance and property damage liability insurance conforming to the requirements of Works Progress Memorandum No. 32, signed by the Chief of the United States Bureau of Public Roads, and dated January 27, 1937; said liability insurance providing for a limit of not less than one hundred thousand and no/100 ($100,000.00) Dollars for all damages arising out of bodily injury or death of one person, and subject to that limit for each person, a total limit of two hundred thousand and no/100 ($200,000.00) Dollars for all damages arising out of bodily injury or death of more than any one person in any one accident; and said property damage liability insurance shall provide for a limit of not less than twenty-five thousand and no/100 ($25,000.00) Dollars for all damages arising out of injuries to or destruction of property in any one accident, and subject to that limit, a total or aggregate limit of fifty thousand and no/100 ($50,000.00) Dollars for all damages arising out of injury to or destruction of property during the period of the work; said policy or policies to be delivered to and remain in the possession of the State. A certificate of insurance and true copies of said policies shall be delivered to the City and to the beneficiary thereof.

16. This agreement shall inure to the benefit of and be binding upon the successors and assigns of the railroad and upon the assigns of the State.

STATE OF OREGON, by and through its
State Highway Commission

By T. H. Banfield (Signed)
Chairman

By A. W. Schaupp
Commissioner

By M. R. Chessman
Commissioner

State

ATTEST:

H. B. Glaisyer (Signed)
Secretary

APPROVED:

R. H. Baldock (Signed)
State Highway Engineer

APPROVED:

J. M. Devers
Chief Counsel

CITY OF PRINEVILLE, a municipal corporation of the State of Oregon

By May F. Barney (Signed)
Mayor

By Curtis H. Saunder (Signed)
Recorder

City

CWH:FRC
5/2/46

R.13
Sta
-18
56'30"

24-1110 Woodburn Sec., Pacific Hwy. East &
Hillsboro-Silverton Sec. 1946

#2822

RECEIVED
FEB 26 194
FOR FILING

24-1110

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 24, 1948

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	1331	2822	9-Final	Warren Northwest, Inc.	4,174.37	323620	ok. gl
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

We have on file your notice of acceptance for this job.

aaw

OK HBGlaisyer

ACCOUNTING DIVISION

By________________
Bookkeeping Dept.

Approved________________
Secretary

NOTED ON CARD

2-24-48, gl

m E-1—6M—4-47

24-1110

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 19, 1947

Section Woodburn

Kind of work Grading and Paving

Highway Pacific East & Hillsboro-Silverton Sec.

Section prefix 24 - 1110

Contractor Warren Northwest Inc.

Contract number 2822

Date of contract July 24, 1946

Date of completion Nov. 30, 1946

Date work started July 31, 1946

Estimated date of completion June 1, 1947

Amount of contract $139,892.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $146,405.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 12,616.71, %

Date project was completed May 29, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Mass for this Project was sent back to us to be refigured on account of Contractor claiming more Haul.

It was figured and sent in as originaly planned but find that the way the work was ordered done and having more material than originaly figured on account of material displaced by Manholes, Catch Basins and Sewer pipe it caused a cross haul and the material had to be hauled from Young St. to the State Maintenance property on the Highway.

The right of way at the fill on Young St. was not wide enough to take the extra material, and the Maintenance property could use the material to good advantage as it was low along the Highway end of property.

NOTED

RECEIVED 1947

NOTED

Signed J. H. McGee

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
SEP 3 1947
FOR FILING

24-1110

2822

September 2, 1947

United States Fidelity and Guaranty Co.
Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2822 for work on the Woodburn Section of the Pacific Highway East and Hillsboro-Woodburn Highway, in Marion County, has been completed by the contractor, Warren Northwest, Inc., and that final payment in the amount of $4,174.37 will be made on or after September 12, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $143,708.72, of which amount $532.26 represents the amount of force account items. This contract was completed on May 31 and accepted by the Commission on July 22, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
JUL 21 1947
FOR FILING

24-1110

2822

July 17, 1947

United States Fidelity and Guaranty Co.
Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc., on contract No. 2822, covering the Woodburn Section of the Pacific Highway East and Hillsboro-Woodburn Highways, in Marion County. This payment, in the amount of $37,402.12, will be made on or after July 28, 1947. The retained percentage is $4,315.90.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
7-17-47 gl

RECEIVED
JUL 21 1947
FOR FILING

-4-11

2822

3-j

July 17, 1947

Oregon State Highway Commission

Gentlemen:

Pursuant to your request, I am making a report with relation to the work performed by Warren Northwest, Inc. on the Woodburn Section, Contract No. 2822, this summer.

In general, due to the lateness of the season and the rainy weather, resurfacing laid late in the fall of 1946 was quite rough and, inasmuch as the entire tonnage of asphaltic concrete called for in the contract had not been used, it was thought a material improvement could be made by placing another thin coat over the central portion of the road. This was done quite successfully and the section now has good riding qualities.

In addition to placing a smoothing course, it was felt that the job had been stubbed off too sharply at each end and some sixty tons of pavement were placed, making a better runoff. The total tonnage of asphaltic concrete pavement called for in the job was 8,300 tons whereas the amount actually placed was 8,776.93 tons. The amount of money set up for the job consisted of the contract price plus ten per cent, or $153,881.73. The final cost was $154,556.55 or an overrun of $674.82. The total amount of tonnage was slightly over the estimated amount, but it is less than one half of one per cent of the cost of the job.

It is considered equitable to pay the contractor for the 708 tons placed as a smoothing course because it was estimated in the original setup and gave additional strength to the pavement as well as giving the requisite smoothness. Likewise, the sixty tons were necessary to make a smoother connection with the existing pavement at either end. The placement of this extra material in a thin layer cost the contractor materially more than he received because of the cost of the labor involved in proportion to the tonnage placed.

I cannot say that the roughness was entirely the fault of the contractor. It was due primarily to an attempt to finish up the job last fall and during the last few days they were caught with cold weather and rains.

I would recommend that we pay the contractor for the work performed.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl

AGENDA
[illegible] 1947

3-j

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15th, 1947

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

With reference to the Woodburn Section, Contract #2822, with particular reference to whether or not the Warren Northwest Company should be paid for the smoothing course laid on the Pacific Highway during the spring of 1947.

For reasons rather hard to exactly determine the resurfacing laid late in the fall of 1946 was quite wavy and inasmuch as the entire yardage called for in the contract had not been used, it was thought a material improvement could be made by placing another thin coat over the central portion of the road. This was quite successful and the section has adequate riding qualities at the present time.

In addition to the smoothing course, it was felt that the job had been stubbed off too sharply at each end and some 60 tons of pavement were placed in making a better run-off.

The total yardage called for in the job was 8,300 tons; whereas the amount actually placed was 8,378.93 tons. The amount set up for the job after the opening of bids was $153,881.75; whereas the final cost was $154,556.55, or an overrun of $674.80. While the amount of tonnage laid is slightly over the estimated amount, it is less than an hour's run and as close as can be determined under field conditions; and the overrun on the amount is less than one-half of one percent of the cost of the job.

It is considered equitable to pay the contractor for the 702 tons placed as a smoothing course because it was estimated in the original setup and is an additional strength to the pavement, and it was very difficult to determine whether or not the roughness was the entire fault of the contractor.

Very truly yours,

HGSmith
H. G. Smith
Construction Engineer

HGS:AR

Form E-1—5M—6-44

24-1110

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 21, 1947

Section Woodburn

Kind of work Pavement widening

Highway Pacific East & Hillsboro-Silverton Sec.

Section prefix 24-1110

Contractor Warren Northwest Inc.

Contract number 2822

Date of contract July 24, 1946

Date of completion Nov. 30, 1946

Date work started July 31, 1946

Estimated date of completion June 1, 1947

Amount of contract $139,892.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $146,405.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $12,422.75, %

Date project was completed May 29, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Office sent in the Semi-Final Estimate this week and is working on Map and Profile for Young St.

NOTED
L.G. [illegible]

NOTED
H.W. LIBBY

NOTED
E.A. [illegible]

JUN 23 1947

Signed J. F. McGee

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JAN 23 1947
FOR FILING

24-1110

NO.1553
THE FIRST NATIONAL BANK
OF PORTLAND
PORTLAND 8, OREGON
Woodburn Branch
Woodburn, Oregon

Jan. 21, 1947

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Enclosed herewith is our Portland draft No. 12520 in the amount of $7,364.00 in payment of the City of Woodburn warrants which you recently forwarded to us.

Yours very truly,

K. F. Childreth

K. F. Childreth
Manager

RECORDED
1-22-47
by
Gen Fund
Credited to

Bank Draft ~~Cashiers ch~~ #12520
for $7364.00
Bank 24-4

RECEIVED
JAN 22 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 10 1947
FOR FILING

24-1110

2822

January 9, 1947

Warren Northwest, Inc.
P. O. Box 5072,
Portland 13
Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 30, 1946, had under discussion your request for an extension of time of 227 days, from November 30, 1946 to July 15, 1947, within which to complete your contract No. 2822, for the Woodburn Section of the Pacific Highway East and the Hillsboro-Woodburn Highway, in Marion County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo/gl

cc: F. D. Eason

RECEIVED
JAN 13 1947
FOR FILING

24-1110
2822

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26, 1946

File
24-1110

SUBJECT:

To:

Mr. Sam Probert,

Office.

L

Dear Mr. Probert:

I reported to you orally the results of my telephone conversation with Mr. Blaine McCord, City Attorney of Woodburn, and I now make the same report in writing.

Mr. McCord assured me that the October estimate of $8,257.10 and the November estimate of $2,766.90 have been taken care of and he said that before this we should have received the warrants.

The December fifth estimate he said has not yet been cleared but will be cleared in due time.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

Parsons

Follow up on this.
Let me know if payments
don't come thru in a
few days.

Sam

1-3-47 - Rec'd
$ 8,257.10
2,766.90

LEP
Sam

24-1110
2822

CROSS REFERENCE SHEET

Name or Subject Mr. and Mrs. Peter Vorseth
Woodburn, Oregon

File No.

Regarding Damage to 30 feet of hedge. Eason talked with them and they verbally agreed to drop the matter and make no further move in the way of a claim either for the hedge or the loss of business.

Date 10/19/46

SEE

Name or Subject ADMINISTRATION
Insurance
Property Damage

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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OCT 8 1946
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24-1110
2822

October 5, 1946

Civilian Production Administration,
820 Morgan Building,
Portland, Oregon.

Gentlemen:

Mr. Merritt Truax of Salem is the owner of property on the Southwest corner of the intersection of Young Street in Woodburn and the East Side Pacific Highway, on which is operated a Richfield Service Station. The pumps for this station are located on the state highway right of way under a right of way agreement when additional right of way was secured some years ago, to permit the pumps to remain in place until highway improvement required a change.

The State Highway Commission has now under contract a widening project through this section of Woodburn on the Pacific Highway, which involves the construction of curbs and full street pavement. The curb in front of Mr. Truax's pumps makes it impossible for him to serve the public from more than the one side beyond the right of way line. It also will interfere with the pedestrian traffic on the sidewalk area. This will require Mr. Truax to reconstruct his station so as to remove the pumps from the highway right of way and provide suitable facilities for serving the public and clear the right of way for the public pedestrian use on the sidewalk area.

This letter is written to supply the information which you will need to pass on Mr. Truax's application for authority to reconstruct his service station.

Very truly yours,

R. H. Baldock,
State Highway Engineer.

S-1110
2822

FORM E-30 20M 12-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
August 13, 1946

SUBJECT: Estimates, Contract 2822

To: Mr. H. S. Swart
Resident Highway Engineer
Salem, Oregon

Dear Sir:

In making Monthly Estimates on the Woodburn Section of the Pacific Highway, Contract No. 2822, it will be necessary to show a division of quantities between Unit A (the Pacific Highway) and Unit B (the Hillsboro-Silverton Secondary Highway. This can be done by splitting the quantities by highways as is done with Federal Aid and State quantities on the same job.

A sample Estimate Set-up is enclosed, using the quantities as given on Sheets B and C of the Supplemental Special Provisions for this contract.

Please use this method in making up estimates on this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. PROBERT
Office Engineer

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24-1110
2822

August 12, 1946

Warren Northwest, Inc.,
P. O. Box 5072
Portland 13, Oregon

Attention: Mr. J. R. Winninger

Dear Sirs:

Arrangements for the financing of the City of Woodburn's share of the proposed improvement on Young Street (Unit B. of Contract No. 2822) are now completed in a manner satisfactory to the State.

Accordingly, this letter is written to authorize and instruct you to begin operation on that portion of the City of Woodburn Project and to carry the same to completion as the contract contemplates.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

RECEIVED
AUG 14 1946
FOR FILING

24-1110
2822

Aug. 12, 1946

Mr. Frank F. Proctor,
City Recorder
Woodburn
Oregon

Dear Sir:

We enclose herewith, for the records and files of the City of Woodburn, a fully executed copy of agreement with the State Highway Commission covering improvement of the Young Street Section of the Hillsboro-Silverton Hwy. in Woodburn, under Contract No. 2822 with Warren Northwest, Inc., contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl
Encl. 1

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FOR FILING

[illegible]
2822

July 24, 1946

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

Confirming our telegram to you of this date, the State Highway Commission has today awarded to you the contract for pavement widening on the Woodburn Section of the Pacific Highway East and the Hillsboro-Woodburn Highways, in Marion County. This award was based on your low bid of $139,892.50 submitted on June 26, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ec
Enc.
cc - Mr. S. H. Probert
Mr. R. G. Smith (3)
Goldie Lewis

5+C

pt of your letter of June 15
Banfield, Chairman of
in behalf of the
hway Commission
Coast Highway

Files

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1207

CHECK	$
ACCOUNTING INFORMATION	S
TIME FILED	F

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

1:40 p.m.
July 24 1946

To Warren Northwest, Inc.

Care of or Apt. No.

Street and No. N. E. 102nd and Warren Road

Place Portland, Oregon

State Highway Commission awar ed you today contract for Woodburn Section, Pacific Highway East and Hillsboro-Woodburn Highways, Marion County based on your low bid submitted June 26, 1946. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

go
Charge

Sender's name and address
(For reference only)

Sender's telephone number

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AUG 12 1946
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24-11.10

3102

Salem, Oregon
August 9, 1946

Mr. J. M. Devers

Warren Northwest, Inc. is very anxious to start operations on Young Street in Woodburn.

Will you please advise me if the City of Woodburn has complied with its contract and has the $22,500 in cash in the Bank of Woodburn, in escrow, which money is to be used for the payment of the part of the work chargeable to the City of Woodburn on the presentation of estimates of the completion of the work. Payments by the City should be made to the State Highway Commission, the State Highway Commission then paying the contractor directly.

If these arrangements have been completed, please so advise and I will notify the contractor in writing to proceed.

R. H. Baldock

RHB:hl

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24-1110

2822

Agenda Item 6-b
May 15 and 16, 1946

Salem, Oregon
May 24, 1946

Mr. R. H. Baldock

On the agenda for the Commission meeting held on May 15 and 16, 1946, there appeared an item under unfinished business "Report of Engineer on request of Woodburn City Council for improvement of the Hillsboro-Silverton Secondary Highway between Pacific Highway Junction and the Civic Center".

In checking up the record I find that this matter was first discussed by the Commission on January 17, 1946, when a delegation from Woodburn appeared before the Commission in regard thereto. Mr. Banfield was not present at such meeting on account of illness, and Commissioners Chessman and Schaupp advised the delegation that the Commission would not take definite action that day but would consider the matter along with others in the preparation of a construction program for state monies; however, they did authorize you to make the necessary survey and design of the sewer system that the city proposed to install on this street so as to facilitate proceedings under the Bancroft Bonding Act.

After this delegation left, the Commission considered a number of projects for construction under the state construction program, among which was an item of $30,000 for the improvement of the Hillsboro-Silverton Secondary Highway in Woodburn. The project was approved by the Commission, Commissioners Schaupp and Chessman having discussed the project with Chairman Banfield in the meantime at the hospital.

Attached hereto is a copy of the record covering this entire matter. In view thereof, the item will be deleted from future agendas inasmuch as you are already authorized to contract the work when the plans and specifications are prepared and the right of way matters are cleared up.

Secretary

HBG:ec
Attch.

EXCERPT FROM THE MINUTES OF JANUARY 17 and 18, 1946

Portland, Oregon
January 18, 1946

The State Highway Commission reconvened at 9:00 a.m. in the Auditorium of the Public Service Building with the following persons present and participating:

M. R. Chessman, Commissioner (Acting Chairman)
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Assistant State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Chairman T. H. Banfield was absent on account of illness.

****

The following persons, representing the City Council of the City of Woodburn, came before the Commission regarding the improvement of the Hillsboro-Silverton Secondary Highway between its junction with U. S. 99E and the business district of Woodburn: H. M. Austin, Mayor; J. Melvin Ringo, Fred Hecker, and Elmer Matson, City Councilmen. Mayor Austin headed the group. He advised that the City of Woodburn is anxious to improve this street by construction of curbs, sidewalks, sewers, etc. and is ready and willing to do this work entirely at city expense, but wants the state to pave the street full width between the curbs. The city, he said, has the money on hand at the present time to pay for its share of the cost. In the discussion of this matter the Engineer suggested, if the Commission decides to join with the city in this improvement as requested, that the work could all be done under the state's contract, in which event, there should be a written agreement between the city and the state covering the matter, which agreement would provide that the city deposit with the Commission, in advance of construction, the amount of its share of the estimated cost. Mr. Austin stated that this arrangement would be satisfactory with the city because the city has money on hand to pay cash. Commissioner Chessman advised that the Commission is not in a position today to take definite action but will be pleased to consider the matter along with others in the preparation of the construction program for state monies. The Engineer advised that the city has requested that he make the necessary survey and design of the proposed sewer pipe that is to be installed on this street so as to facilitate proceedings under the Bancroft Bonding Act. The request was approved by the Commission unanimously.

****

The Engineer asked the Commission to approve the contracting of a number of state construction projects. He presented a list of projects on which construction is ready to proceed. After careful consideration and previous consultation with Chairman Banfield, the Commission selected the following projects and

REFERRED TO Mr Baldock BY SECRETARY

authorized the Engineer to advertise them for bids to be received as soon as plans, specifications, and right of way matters have been clarified:

COUNTY	HIGHWAY	SECTION AND KIND OF WORK	ESTIMATED COST
Josephine	Rogue R. Loop	Rogue River Loop, Oiling	$ 30,000
Lane	Pacific	Junction City, Concrete Bridge	42,000
Lincoln	Oregon Coast	Ocean Lake	135,000
Linn	Santiam	Lebanon-Sweet Home 8 miles Resurface	100,000
Linn	Santiam	City of Lebanon	40,000
Malheur	Old Oregon Trail	City of Ontario	70,000
Marion	Hillsboro-Silverton	City of Woodburn	30,000
Polk	Salmon River	Ft. Hill Bridge (Yamhill River)	85,000
		Total	$ 532,000

2-8301 Wren Rock Prod. Project
Three State Highways 1946
#2823

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2-8301

Salem, Oregon
August 20, 1947

Third Notification
Contract No. 2823
2-8301

Mr. A. V. Benedict
Resident Highway Engineer
Route 1
Albany, Oregon

Dear Sir:

On February 12, 1947, Second Notification, Completion Date, was submitted for the Wren Rock Production Project, Contract No. 2823. At that time it was estimated the contractor would complete removal of equipment and clean up of site on May 1. To date we have not received Third Notification, notice that this has been done.

Will you please check this job and, if in order, submit Third Notification so the contract can be presented to the Highway Commission for acceptance and the Final Estimate paid.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

[redacted]

cc: F. D. Mason

ECEIVED
MAR 6 1947
FOR FILING

2-8301

March 6, 1947

General Casualty Company
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2823, for work on the Wren Rock Production Project on the Alsea, Corvallis-Newport and Kings Valley Secondary Highway, in Benton, Lincoln and Polk Counties, has been completed by the contractor, E.C.Swaggart, and that final payment in the amount of $957.93 will be made after acceptance by the Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $31,930.84 and that no force account work was performed therein. This contract was completed on February 11, 1947 but has not as yet been accepted by the Highway Commission, however, we anticipate that it will be at the Commission Meeting to be held the latter part of this month.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

3-6-47 gl

RECEIVED
MAR 1 1947
FOR FILING

2-2301

February 28, 1947

General Casualty Company
Mansfield & Company, Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E.C. Swaggart on contract No. 2823, covering the Wren Rock Production Project on the Alsea, Corvallis-Newport and Kings Valley Secondary Highways, in Benton, Lincoln and Polk Counties. This payment, in the amount of $4,816.70, will be made on or after March 10, 1947. The retained percentage is $957.93.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

2-28-47 gl

Form E-1—5M—12-45

2-8301

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Feb. 15, 1947

Section Wren Rock Production

Kind of work Rock Production

Highway Alsea, Corvallis-Newport & Kings Valley

Section prefix 2-8301

Contractor E. C. Swaggart

Contract number 2825

Date of contract Aug. 8, 1946

Date of completion June 30, 1947

Date work started Sept. 9, 1946

Estimated date of completion Feb. 11, 1947

Amount of contract $30,562.50

Per cent of time elapsed 60%

Estimated cost of completed project, exclusive of engineering $31,950.84

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $1880, 6.1%

Date project was completed Feb. 11, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed all stockpiles and closed down Tuesday, February 11 with his contract completed.

Began at once to dismantle his plant.

NOTED
H. G. SMITH

Final Report

FEB 1? 1947

FEB 20 1947

NOTED
H. W. LIBBY

Signed Al Benedict

Address Albany, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,918		
Estimated quantities moved or placed to date			10,918		
Average daily quantities			70		
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			12		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks . . 6, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Cloudy		
Tuesday	Rain		
Wednesday	Showers		
Thursday	"		
Friday	Rain		
Saturday	Showers		

STATE PRINTING DEPT.

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2-8301

Aug. 5, 1946

Mr. E. C. Swaggart
2592 Friendly Avenue
Eugene
Oregon

Dear Sir:

We are sending you today, by express, a fully executed copy of contract No. 2823 which was awarded to you on August 6, 1946 by the State Highway Commission, covering crushed rock in stockpiles on the Wren Rock Production Project on the Alsea, Corvallis-Newport and Kings Valley Secondary Highway. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

Recorded

S-14(7) Dixonville-Marks Ranch Sec., 1946
North Umpqua Co. Road
#2824

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ALASKA S 14 (7)
MONTANA
OREGON
IDAHO
WASHINGTON

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

February 10, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-14(7)
Roseburg-Marks Ranch Section
North Umpqua Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement. If these are found to be satisfactory, they should be signed by the Commission and returned to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encls.

Jm

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

~~ALASKA~~
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
PORTLAND 8, OREGON

February 25, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-14(7)
Roseburg-Mark Ranch

Dear Sir:

We are forwarding herewith for your files an executed copy of an agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By:
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED

WA8pr 2403

State Oregon

Federal Aid Secondary

Project No. S-14(7)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of February, 1948, by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of June, 1946, a project statement, which was approved on the 22nd day of July, 1946, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 22nd day of July, 1946; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred forty thousand and 00/100 dollars ($340,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made avai in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 8+17 near the junction of Fowler Street with East Second Avenue in Roseburg and survey station 654+00 in the NE 1/4, Section 21, T-26-S, R-4-W, W.M., except station 559+95 to 560+20, length 12.224 miles, in Douglas County, being Oregon Federal Aid/Secondary project No. S-14(7), consisting of 12.224 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred forty-thousand and 00/100 dollars ($340,000.00), which does not exceed the authorized Federal pro rata share of five hundred ninety-six thousand nine hundred forty and 30/100 dollars ($596,940.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

Attest
SECRETARY

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 10—11379-2

★ FEB 1 9 1
OREGO

/ R.H. Baldock S[illegible] 14(7)

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1/26/48

W. C. WILLIAMS

COST ANALYSIS - FINAL REPORT

Dixonville-Marks Ranch Section
Contract #2824

Grading, Surfacing & Paving
J. C. Compton, Contractor
L. H. Young, Resident Engineer

North Umpqua Highway
Prefix 210-1032

Item	Quantity	Unit		Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	All					$929.92	$2,000.00
Trench Exc., Unclass.	623.5	Cu.	Yd.	$1.47	$2.00	922.32	1,247.00
General Exc., Common	30,325.7	"	"	0.68	0.60	20,894.50	18,195.42
" " , S. R.	5,550.7	"	"	1.489	1.50	8,260.81	8,326.05
Short Overhaul	93,531	Yd.	Sta.	0.019	0.02	1,781.85	1,870.62
Long Overhaul	3,099.7	C-Yd.	Sta.	0.474	0.50	1,469.93	1,549.85
Rounding Cutbanks	11,360	Lin.	Ft.	0.127	0.15	1,449.34	1,704.00
Finishing Roadbed and Slopes	7.15	Miles		611.44	500.00	4,371.83	3,575.00
18" Corr. Metal Pipe	168	Lin.	Ft.	2.77	3.00	466.03	504.00
24" " " "	14	"	"	4.18	5.00	58.52	70.00
18" Concrete Pipe	252	"	"	2.67	3.50	676.87	882.00
24" " "	78	"	"	4.87	5.00	380.15	390.00
36" " "	15	"	"	9.51	10.00	142.79	150.00
Salvage Culvert Pipe	262	"	"	1.49	2.00	391.15	524.00
2"-0 Material in Base	19,898	Cu.	Yd.	2.57	2.75	51,193.39	54,719.50
3/4"-0 Mat'l. in Level Course & Shoulders	9,352	"	"	2.47	2.75	23,084.00	25,718.00
Sprinkling	1,550.8	M-Gal.		1.67	2.00	2,585.83	3,101.60
Preparation of Base	6.36	Miles		91.39	100.00	581.26	636.00
3/4"-0 Mat'l. in Binder Course	1,070	Cu.	Yd.	3.36	3.40	3,599.01	3,638.00
Furnish & Place RC-3 in Binder Course	105.79	Tons		32.45	35.00	3,433.16	3,702.65
Class "B" Asphaltic Concrete	20,609.495	"		4.74	5.25	97,647.40	108,199.85

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #1, 12" Concrete Pipe in Place	96	Lin. Ft.	$1.10	$1.50	$105.60	$144.00
Force Account					3,225.37	3,429.24
					$227,851.03	$244,276.78

Gross Revenue	$244,276.78
Total Cost	227,851.03
Net Profit	$16,425.75

Net Profit Equals 6.7% of Gross Revenue

Dixonville-Marks Ranch Section
Contract #2824

Detail of Cost

Labor:

Supervision	$2,390.00	
Labor	55,081.58	
State Industrial Accident Insurance	2,298.86	
Unemployment Insurance	1,724.15	
Social Security	574.72	
		$61,965.86

Materials:

18" Corr. Metal Pipe	168	lin. ft.	at	$1.81	$304.08	
18" Bands	14	each	"	2.38	77.90	
24" Corr. Metal Pipe	14	lin. ft.	"	2.31	40.88	
24" Bands	3	each	"	3.29	9.55	
18" Concrete Pipe	252	lin. ft.	"	1.75 1.50	483.84	
24" " "	78	" "	"	2.25	182.25	
36" " "	15	" "	"	5.00	75.00	
12" " "	96	" "	"	0.68	65.28	
2" Rock in Base	19,898	cu. yd.	"	1.25	24,872.50	
3/4"-0" in Level Course	9,352	" "	"	1.50	14,028.00	
3/4"-0" in Binder Course	1,070	" "	"	1.50	1,605.00	
Asphalt in Binder Course	105.79	ton	"	20.19	2,135.90	
" " Hot Stuff	1,141.34	"	"	20.19	23,043.67	
Aggregate in Hot Stuff Mix	15,047	cu. yd.	"	1.50	22,570.50	
						89,494.35

Equipment Rentals & Misc. Supplies:

Hired Equipment	$8,147.86	
Owned "	28,852.82	
Gas, Oil & Grease	17,963.00	
Public Liability Insurance	2,302.56	
Bond	1,828.43	
Home Office & Overhead	4,988.97	
Explosives	271.80	
Small Tools & Supplies	3,974.50	
Freight, Move In & Set Up	8,000.79	
Drill Steel	60.09	
		76,390.82

Total $227,851.03

Dixonville-Marks Ranch Section
Contract #2824

Remarks:

This contract, which was a Federal Aid Project, was bid and awarded August 6th, 1946. Work started August 19th, 1946, and was completed September 3rd, 1947.

Clearing was done with cat and clearing dozer and 8 men and took approximately 3 weeks to complete. Clearing was not too difficult.

Grading was done with two 3/4 cu. yd. shovels and ten 5 cu. yd. trucks as this was the only equipment that could be used efficiently in this kind of soil at this time of the year. The soil is a black muck, and under the soil the contractor encountered solid rock which had to be drilled and shot. He also had to shoot the ditch lines. There was a lot of down time due to rain and wet grade. The contractor lost a considerable amount of money on the common excavation. On December 18th, 1946, grading operations were completed and the contractor cleaned ditches and bladed up the entire length of the project and closed down for the winter.

Operations were resumed March 17th, 1947. The 2" - 0 rock base was hauled from the contractor's commercial plant located approximately 2.5 miles west of the west end of the project. The average haul was 6 miles, using one 3/4 cu. yd. shovel, twelve 5 cu. yd. trucks hauling approximately 400 cu. yd. per day. Also two blades and one roller were used to spread rock and roll down. Preparatory to putting on the 3/4" - 0 rock in the leveling course and shoulders one water wagon was used in conjunction with the blade and roller in prepering the roadbed for the binder course.

On June 16th, 1947, the contractor started putting on the binder course which was completed in two days. Equipment used included one distributor, one 2,000 gal. transport, eight 5 cu. yd. trucks, one roller, two graders, one 3/4 cu. yd. shovel, one retort to heat oil.

The asphalt used in the binder course and the plant mix was shipped to Roseburg, Oregon.

Paving operations started June 30th, 1947, and were completed on August 6th, 1947, a total of 28.5 eight-hour days for 90.39 tons per hour, or 723.12 tons per 8-hour day. There was approximately a week down time due to rain and minor motor trouble.

The equipment used at the paving plant site included one Madsen 3,000 lb. batch mixer, one TD-14 cat and dozer, one 2,000 gallon transport, one Cleaver-Brooks 2-car heater, one retort, one 6,500 gallon storage tank for hot asphalt; on street one Adnun paver, two rollers, one motor scooter used for pilot car and eight 5 cu. yd. trucks hauled material from the mixer to the paving machine. The crew used at the plant averaged 11 men and on the street 13 men.

The contractor lost a small amount of money on the excavation before the work closed down for the winter, but when work started up in the spring hauling rock and placing asphaltic concrete, the loss was recovered and the total job shows a fair profit.

E. N. Clymer
Cost Analyst

By . . George Kayser

RECEIVED
NOV 20 1947
FOR FILING

S-14 (7)

November 19, 1947

Glens Falls Indemnity Company
Glens Falls
New York

Gentlemen:

You are hereby notified that State Highway Contract NO. 2824 for work on the Dixonville-Marks Ranch Section of the North Umpqua County Road, in Douglas County, has been completed by the contractor, J. C. Compton Co., and that final payment in the amount of $7,596.94 will be made on or after November 29,1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $244,276.78, of which amount $3,429.24 represents the amount of force account items. This contract was completed on September 3 and accepted by the Commission on October 21, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc; Jewett,Barton,Leavy and Kern, Agent
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
11-19-47 g

RECEIVED
NOV 6 1947
FOR FILING

S-14(1)

October 27, 1947

Honorable County Court of Douglas County
Roseburg, Oregon

Gentlemen:

This is to advise that Contract No. 2824 with J. C. Compton, for grade widening and asphalt concrete paving of the Dimmerville-Marks Ranch Section of the North Umpqua County Road, in Douglas County, Federal Aid Secondary Highway No. 253, was completed by the contractor September 3, 1947.

As the agreements signed by the county court and the State Highway Commission under dates of May 31, 1938, March 23, 1939, October 3, 1940, and April 29, 1941, provide that the county shall maintain certain sections of the North Umpqua County Road which are covered in the contract completed September 3, 1947, we are advising you that the maintenance of this project, as provided in the agreements, is now the responsibility of the County Court of Douglas County.

Very truly yours,

R. H. Baldock
State Highway Engineer

OC:mm

cc Mr. H. O. Smith
Mr. E. A. Collier
Mr. K. D. Lytle
Mr. Oscar Cutler

RECEIVED
SEP 30 1947
FOR FILING
S-14(7)

2824

September 30, 1947

Glens Falls Indemnity Company,
Jewett, Barton, Leavy and Kerns,
Lewis Building,
Portland 4, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to release to J. C. Comptom Company, a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 2824 for grade widening and paving on the Dixonville-Marks Ranch Section of the North Umpqua County Road, in Douglas County. This payment, which is in the amount of $13,769.03, reduces the amount of the retained percentage to 3% of the total amount earned by the contractor, or the sum of $7,319.99. The present payment to the contractor will be made on or after October 9, 1947.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is given you because our records show that the Glens Falls Indemnity Company is surety on the bond furnished by the J. C. Comptom Company, in connection with the above mentioned contract. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary.

cm.

NOTED ON CARD

[illegible]

Form E-1—5M—4-47

2-14 (7)

10

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 4, 1947

Section Dixonville- Marks Ranch

Kind of work Grade Widening and Paving

Highway North Umpqua County Road

Section prefix 210-1032

Contractor J. C. Compton Co.

Contract number 2824

Date of contract August ~~19~~ 6, 1946

Date of completion July 31, 1947

Date work started August 19, 1946

Estimated date of completion , 19

Amount of contract $243,791.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $253,750.64

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 16,800, 6.95 %

Date project was completed September 3, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

7 Man days work done on final estimate the past week.

2 Chainmen worked for Kirkwood all week.

Young sick Monday and Tuesday. Hunting rest of week.

Weber 1 day on Reese Cr - Antelope Cr Final 15-1139

NOTED
E. A PEASE

OCT 6 1947

NOTED
H. G. SMITH

Signed L. H. Young, Res. Engr. / G.A. Barnhart

Address Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

RECEIVED
AUG 4 1947
FOR FILING

S-14 (7)

August 1, 1947

J. C. Compton Company
P. O. Box 86
McMinnville
Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 22, 1947, had under discussion your request for an extension of time of 61 days, from July 31 to September 30, 1947, within which to complete your contract No. 2824, for the Dixonville-Marks Ranch Section of the North Umpqua Co. Road, in Douglas County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Also I wish to bring to your attention action taken by the Highway Commission at its meeting on June 16,1947, with respect to the matter of allowing contractors extensions of time for completion of their work. You will recall that during the wartime emergency, when there was a shortage of labor and materials, the Commission was very lenient and granted all requests for extensions of time without penalty. The Commission considers that the conditions which prompted such action no longer exist and in view thereof decided to penalize contractors for failure to complete their projects within the specified time limit, unless there is some special reason why the work could not be completed within such period. I do not know just what penalty will be imposed, but mention the action of the Commission so that you will be informed and can take such action as may be necessary to avoid it.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

cc: K. D. Lytle

NOTED ON CARD
8-1-47 JS

Jm

RECEIVED
JUN 16 1947
FOR FILING

S-14(7)

June 13, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time from July 31, 1947, to September 30, 1947, on Contract No. 2824, Dixonville-Marks Ranch Section of the North Umpqua County Road, S-14 (7), to J. C. Compton Company, contractors.

Due to the extreme wetness of the materials, it has been necessary to open up the cuts and permit them to dry before continuing excavation. Unseasonal weather throughout the entire spring has considerably retarded the progress of the contractor.

I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: E. G. Smith

RECEIVED
APR 30 1947
FOR FILING

S-14(7)

April 22, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, are copies of Order for Extra Work covering the furnishing and installing of 6" perforated corrugated metal pipe between stations 626+50 to 633+50 and 643+40 to 645+96 on the Dixonville-Marks Ranch Section of the North Umpqua County Road in Douglas County, Contract No. 2884, in connection with Federal Aid Project No. S-14 (7).

This work is necessary to eliminate seepage water coming up in the subgrade in cuts at the above locations.

Very truly yours,

R. H. Baldock
State Highway Engineer

DEP:BM

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
APR 18
FOR FILING

S-14(7)

April 14, 1947

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions for Oregon Project S-14(7), Roseburg-Dixonville Unit, Roseburg-Marks Ranch Section of the North Umpqua Highway.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

Encls.

RECEIVED
APR 15 1947
OREGON
STATE HIGHWAY COMMISSION

5

FORM [illegible]

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
APR 14 1947
FOR FILING

S-14 (7)

April 10, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Attached hereto are four copies of standard maintenance agreement for Federal Aid Project No. S-14 (7), in which Douglas County agrees to maintain, after the proposed project is completed, 4.60 miles of Federal Aid Secondary Highway No. 253, from the east line of North Jackson Street in the City of Roseburg to a point in the S½ of Section 23, T. 27 S., R. 5 W., W. M., being a junction point of the relocated Roseburg-Rock Creek Section of the North Umpqua Highway with the county road extending easterly to Dixonville, known as the North Umpqua County Road.

Also enclosed are four copies of encroachment resolution required in connection with the above project, signed by the proper officials of Douglas County.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Engineer, County and City Relations

me

Encl.

cc Mr. J. W. Nash

Iron

FORM E-1233 5M 1-42

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. S. GLAISYER
SECRETARY

RECEIVED
APR 14
FOR FILING

S-14 (7)

April 10, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing four copies of maintenance agreement adopted by the City of Roseburg, for Federal Aid Project No. S-14 (7), in which the city agrees to maintain the portion of the North Umpqua Road in the City of Roseburg after the proposed improvement has been completed.

We are also enclosing four copies of encroachment resolution adopted by the city in connection with this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Engineer, County and City Relations

ms

Encl.

✓ cc Mr. J. W. Nash

Im

5

RECEIVED
APR 9 1947
FOR FILING

S-14 (7)

April 9, 1947

County Court of Douglas County
Courthouse
Roseburg
Oregon

Gentlemen:

Herewith I enclose a fully executed copy of a standard form of maintenance agreement with the State Highway Commission for Project No. S-14 (7), in which Douglas County agrees to maintain the North Umpqua County Road from the east line of North Jackson Street in the City of Roseburg to a point in the S½ of Sec.23, T.27 S., R.5 W., W.M., being a junction point of the relocated Roseburg-Rock Creek Section of the North Umpqua Highway with the county road extending easterly to Dixonville, after the proposed construction work has been completed.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

MBG: gl
encl. 1

RECEIVED
APR 9 1947
FOR FILING
S-14(7)

April 9, 1947

Hon. Albert G. Flegel, Mayor
City of Roseburg
Oregon

Dear Sir:

I enclose herewith a fully executed copy of a standard form of maintenance agreement with the State Highway Commission, for Project No. S-14 (7), the North Umpqua Road in the City of Roseburg from the east line of North Jackson Street at Second Avenue South to the east city limits .

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl
encl. 1

RECEIVED
SEP 16 1946
FOR FILING

S-14-7

September 13, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 1 covering the construction of 12-inch concrete pipe culverts under road approaches on the Dixonville-Marks Ranch Section of the North Umpqua County Road in Douglas County, Contract No. [illegible], in connection with Federal Aid Project No. S-14 (7).

There was no provision in the contract for 12-inch culvert pipe. It is probable that other culverts requiring 12-inch concrete pipe will be required in addition to the one at Station 345+10.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:JF
Encl.

RECEIVED
SEP 16 1946
FOR FILING

S-14-7

September 9, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work covering the construction of rubble masonry wall at Station 298+75 on the Dixonville-Marks Ranch Section of the North Umpqua County Road in Douglas County, Contract No. 2824, in connection with Federal Aid Project No. S-14 (7).

This work was an anticipated item in the contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS

Encl.

RECEIVED
DEC 11 1947
FOR FILING
5-14(7)

September 30, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover four copies of right of way documents and four black line prints of right of way maps for each of the following projects:

SN-A-FAP 130-B (1)	Denver Avenue Junction
DA-WS 11 (1)	Astoria Airport Section
DA-WR 4 (1)	Antelope Creek-Medford Section
DA-WC 30 (1)	Monmouth-Pedee Section
SN-U-FAP 56-C (1)	Halsey-Harrisburg Section

Final vouchers for the above projects were mailed to you several days earlier.

Very truly yours,

R. H. Baldock
State Highway Engineer

RA:GS

RECEIVED
SEP 6 1946
FOR FILING

S-14(7)

Sep. 5, 1946

J. C. Compton Co.
McMinnville
Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2824 which was awarded to you on August 6, 1946 by the State Highway Commission, covering grade widening and paving on the Dixonville-Marks Ranch Section of the North Umpqua County Road. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

RECEIVED
AUG 10 1946
FOR FILING

S-14(7)

August 9, 1946

J. C. Compton Company
McMinnville, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2824, which was awarded to you by the State Highway Commission on August 6, 1946, covering grade widening and paving on the Dixonville-Marks Ranch Section of the North Umpqua County Road in Douglas County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

dm

RECEIVED
DEC 11 1947
FOR FILING

S-14(7)

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~[illegible]~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

August 6, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence of today in the award of contract for Oregon Federal-aid Secondary Highway Project No. S-14(7), Dixonville - Marks Ranch Section of the North Umpqua Highway, to J. C. Compton, McMinnville, Oregon, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
AUG 9 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
FOR FILING

S-14(7)

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

July 22, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Highway Project S-14(7), Dixonville - Marks Ranch Section of the North Umpqua Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld until right to enter all unacquired right-of-way is secured.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
JUL 24 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 22 1946
FOR FILING

S-14-7

July 19, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate to accompany plans and specifications for the Dixonville-Marks Ranch Section, Project No. S-14 (7).

Six bid proposals and six sets of blueprint plans are being sent under separate cover.

These papers have been revised by increasing the quantity of base rock and by provision for payment for the excavation of the existing surfacing at the price bid for "Trench Excavation, Unclassified."

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
DEC 11 1947
FOR FILING

S-14(7)

July 6, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate, four copies of right of way statement and three copies of summary of Federal-aid work for the Dixonville-Marks Ranch Section, Project No. S-14 (7).

Five bid proposals and one set of blueprint plans are being sent under separate cover.

Roadside improvement for this project will consist of rounding of cutbanks. Climatic conditions are such that natural vegetation spreads rapidly and will provide any needed slope cover in a short time.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
DEC 11 1947
FOR FILING
S-14(7)

DIXONVILLE-MARKS RANCH SECTION

PROJECT NO. S-14 (7)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 5, 1946

RECEIVED
FOR FILING

S-14(7)

ROSEBURG-DIXONVILLE SECTION

PROJECT NO. S-14 (7)

While negotiations for rights of way are in progress 47 parcels have not been acquired nor has the right to occupy and use these parcels been secured but it is now believed that all necessary rights of way can be made fully available within twenty-eight days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 26, 1947

EIVED
1 1947
FOR FILING

Oregon State Highway Department

Federal Aid Secondary
Project No. S-14 (7)

[illegible]

ROSEBURG-MARKS RANCH SECTION OF THE NORTH UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 25, 1947

Inside City of Roseburg (Sta. 8+17 to 34+87.75)

All Required		Clearing and Grubbing (10%)		$ 250.00
1,400	sq. yds.	Removal of Pavements and Walks	$ 0.50	700.00
170	lin. ft.	Removal of Curbs	0.30	51.00
6	only	Removal of Catch Basins	20.00	120.00
800	cu. yds.	Structural Excavation, Unclassified	3.00	2,400.00
14,800	cu. yds.	General Excavation, Unclassified	0.60	8,880.00
.51	mile	Finishing Roadbed and Slopes	500.00	255.00
3,000	lin. ft.	8" Perf. Corr. Metal Drain Pipe, Coated	1.20	3,600.00
80	lin. ft.	4" Sewer Pipe	0.60	48.00
300	lin. ft.	8" Sewer Pipe	1.10	330.00
1,000	lin. ft.	10" Sewer Pipe	1.30	1,300.00
1,160	lin. ft.	12" Sewer Pipe	1.50	1,740.00
100	lin. ft.	Extra for Installing Pipe Under Pavement	1.50	150.00
730	lin. ft.	Salvaging Culvert Pipe	1.50	1,095.00
440	cu. yds.	Rock or Gravel Backfill in Drains	4.00	1,760.00
13	only	Type "B" Manholes	150.00	1,950.00
12	only	Concrete Catch Basins	40.00	480.00
4	only	Adjustment of Manholes	30.00	120.00
298	cu. yds.	Concrete Curb and Gutter	40.00	11,920.00
430	sq. yds.	Concrete Driveway	3.00	1,290.00
1,100	sq. yds.	Concrete Walks	2.50	2,750.00
250	lin. ft.	Expansion Joints in Walks	0.12	30.00
1	only	Metal Junction Boxes	25.00	25.00
80	lin. ft.	1" Electrical Conduit	0.50	40.00
1,100	cu. yds.	Salvaging Surfacing Materials	1.50	1,650.00
10,000	cu. yds.	Selected Roadbed Topping	0.60	6,000.00
30,000	yd. mi.	Hauling Roadbed Topping	0.12	3,600.00
1,100	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	3.00	3,300.00
200	M-gals.	Sprinkling	2.00	400.00
0.51	mile	Preparation of Base	200.00	102.00
170	cu. yds.	3/4" - 0" Material in Binder Course	4.00	680.00

30	tons	Furnishing and Placing BC-3 Asphalt in Binder Course	$ 35.00	$ 1,050.00
5,200	tons	Class "B" Asphaltic Concrete	6.00	31,200.00
			Subtotal	$ 89,266.00
			10% Engr. & Cont.	8,926.60
			Total	$ 98,192.60
		Length	0.506 mile	
		Cost per mile	$194,056.52	

20' Roadway (Sta. 34+87.75 to 239+90)

All Required		Clearing and Grubbing (90%)		$ 2,250.00
500	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,500.00
700	cu. yds.	Trench Excavation, Unclassified	2.00	1,400.00
57,200	cu. yds.	General Excavation, Unclassified	0.60	34,320.00
142,000	yd. stas.	Short Overhaul	0.02	2,840.00
1,800	C-yd. stas.	Long Overhaul	0.50	900.00
3.88	miles	Finishing Roadbed and Slopes	500.00	1,940.00
7,000	lin. ft.	Rounding Cutbanks	0.15	1,050.00
30	lin. ft.	24" Corr. Metal Pipe	4.50	135.00
200	lin. ft.	8" Perf. Corr. Metal Drain Pipe, Coated	1.20	240.00
30	lin. ft.	8" Sewer Pipe	1.10	33.00
100	lin. ft.	10" Sewer Pipe	1.30	130.00
850	lin. ft.	12" Concrete Pipe	2.00	1,700.00
1,300	lin. ft.	18" Concrete Pipe	3.00	3,900.00
160	lin. ft.	24" Concrete Pipe	4.50	720.00
80	lin. ft.	36" Concrete Pipe	9.00	720.00
70	lin. ft.	Salvaging Culvert Pipe	1.50	105.00
30	cu. yds.	Rock or Gravel Backfill	4.00	120.00
2	cu. yds.	Concrete Curb and Gutter	40.00	80.00
126	cu. yds.	Class "A" Concrete in Box Culverts	45.00	5,670.00
20,000	lbs.	Metal Reinforcement	0.10	2,000.00
1,000	cu. yds.	Salvaging Surfacing Material	1.50	1,500.00
44,000	cu. yds.	Selected Roadbed Topping	0.60	26,400.00
140,000	yd. mi.	Hauling Roadbed Topping	0.12	16,800.00
4,300	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	3.00	12,900.00
1,600	M-gals.	Sprinkling	2.00	3,200.00
3.88	miles	Preparation of Base	200.00	776.00
430	cu. yds.	3/4" - 0" Material in Binder Course	4.00	1,720.00
70	tons	Furnishing and Placing BC-3 Asphalt in Binder Course	35.00	2,450.00
11,300	tons	Class "B" Asphaltic Concrete	6.00	67,800.00
				$195,299.00

Roadway (Sta. 239+90 to 654+00) (Contract No. 2[illegible])

All Required		Clearing and Grubbing		$ 2,000.00
550	cu. yds.	Trench Excavation, Unclassified	$ 2.00	1,100.00
33,400	cu. yds.	General Excavation, Common	0.60	20,040.00
3,700	cu. yds.	General Excavation, Solid Rock	1.50	5,550.00
109,000	yd. stas.	Short Overhaul	0.02	2,180.00
3,800	C-yd. stas.	Long Overhaul	0.50	1,900.00
10,500	lin. ft.	Rounding Cutbanks	0.15	1,575.00
7.15	miles	Finishing Roadbed and Slopes	500.00	3,575.00
100	lin. ft.	18" Corrugated Metal Pipe	3.00	300.00
10	lin. ft.	24" Corrugated Metal Pipe	5.00	50.00
150	lin. ft.	18" Concrete Pipe	3.50	525.00
80	lin. ft.	24" Concrete Pipe	5.00	400.00
10	lin. ft.	36" Concrete Pipe	10.00	100.00
60	lin. ft.	Salvaging Culvert Pipe	2.00	120.00
20,000	cu. yds.	2" - 0" Material in Base	2.75	55,000.00
9,500	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	2.75	26,125.00
700	M-gals.	Sprinkling	2.00	1,400.00
6.55	miles	Preparation of Base	100.00	655.00
440	cu. yds.	3/4" - 0" Material in Binder Course	3.40	1,496.00
120	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	4,200.00
22,000	tons	Class "B" Asphaltic Concrete	5.25	115,500.00
				$243,791.00

Subtotal	$439,090.00
10% Engr. & Cont.	43,909.00
Total	$482,999.00

Length of Roadway	11.718 miles
Cost per mile	$41,217.78

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Secondary Funds	State Funds
Inside City	$ 98,192.60	$ 57,443.00	$ 40,749.60
Outside City	482,999.00	282,557.00	200,442.00
	$581,191.60	$340,000.00	$241,191.60

RECEIVE
DEC 1
FOR FIL

Oregon State Highway Department

Federal Aid Secondary
Project No. S-14 (7)

S-14(7)

ROSEBURG-MARKS RANCH SECTION OF THE NORTH UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 15, 1947

Inside City of Roseburg (Sta. 8+17 to 34+87.75)

All Required		Clearing and Grubbing (10%)		$ 250.00
1,400	sq. yds.	Removal of Pavements and Walks	$ 0.50	700.00
170	lin. ft.	Removal of Curbs	0.30	51.00
6	only	Removal of Catch Basins	20.00	120.00
800	cu. yds.	Structural Excavation, Unclassified	3.00	2,400.00
14,800	cu. yds.	General Excavation, Unclassified	0.75	11,100.00
.51	mile	Finishing Roadbed and Slopes	500.00	255.00
3,000	lin. ft.	8" Perf. Corr. Metal Drain Pipe, Coated	1.20	3,600.00
80	lin. ft.	4" Sewer Pipe	0.60	48.00
300	lin. ft.	8" Sewer Pipe	1.10	330.00
1,000	lin. ft.	10" Sewer Pipe	1.30	1,300.00
1,160	lin. ft.	12" Sewer Pipe	1.50	1,740.00
100	lin. ft.	Extra for Installing Pipe Under Pavement	1.50	150.00
730	lin. ft.	Salvaging Culvert Pipe	1.50	1,095.00
440	cu. yds.	Rock or Gravel Backfill in Drains	4.00	1,760.00
13	only	Type "B" Manholes	150.00	1,950.00
12	only	Concrete Catch Basins	40.00	480.00
4	only	Adjustment of Manholes	30.00	120.00
298	cu. yds.	Concrete Curb and Gutter	40.00	11,920.00
430	sq. yds.	Concrete Driveways	3.00	1,290.00
1,100	sq. yds.	Concrete Walks	2.50	2,750.00
250	lin. ft.	Expansion Joints in Walks	0.12	30.00
1	only	Metal Junction Boxes	25.00	25.00
80	lin. ft.	1" Electrical Conduit	0.50	40.00
1,100	cu. yds.	Salvaging Surfacing Materials	1.50	1,650.00
10,000	cu. yds.	Selected Roadbed Topping	0.60	6,000.00
30,000	yd. mi.	Hauling Roadbed Topping	0.14	4,200.00
1,100	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	3.00	3,300.00
200	M-gals.	Sprinkling	2.00	400.00
0.51	mile	Preparation of Base	200.00	102.00
170	cu. yds.	3/4" - 0" Material in Binder Course	4.00	680.00

30	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	$ 40.00	$ 1,200.00
5,200	tons	Class "B" Asphaltic Concrete	6.00	31,200.00
			Subtotal	$ 92,236.00
			10% Engr. & Cont.	9,223.60
			Total	$101,459.60
		Length	0.506 mile	
		Cost per mile	$200,511.85	

20' Roadway (Sta. 34+87.75 to 239+90)

All Required		Clearing and Grubbing (90%)		$ 2,250.00
500	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,500.00
700	cu. yds.	Trench Excavation, Unclassified	2.00	1,400.00
57,200	cu. yds.	General Excavation, Unclassified	0.75	42,900.00
142,000	yd. stas.	Short Overhaul	0.02	2,840.00
1,800	C-yd. stas.	Long Overhaul	0.50	900.00
3.88	miles	Finishing Roadbed and Slopes	500.00	1,940.00
7,000	lin. ft.	Rounding Cutbanks	0.15	1,050.00
30	lin. ft.	24" Corr. Metal Pipe	4.50	135.00
200	lin. ft.	8" Perf. Corr. Metal Drain Pipe, Coated	1.20	240.00
30	lin. ft.	8" Sewer Pipe	1.10	33.00
100	lin. ft.	10" Sewer Pipe	1.30	130.00
850	lin. ft.	12" Concrete Pipe	2.00	1,700.00
1,300	lin. ft.	18" Concrete Pipe	3.00	3,900.00
160	lin. ft.	24" Concrete Pipe	4.50	720.00
80	lin. ft.	36" Concrete Pipe	9.00	720.00
70	lin. ft.	Salvaging Culvert Pipe	1.50	105.00
30	cu. yds.	Rock or Gravel Backfill	4.00	120.00
2	cu. yds.	Concrete Curb and Gutter	40.00	80.00
126	cu. yds.	Class "A" Concrete in Box Culverts	55.00	6,930.00
20,000	lbs.	Metal Reinforcement	0.10	2,000.00
1,000	cu. yds.	Salvaging Surfacing Materials	1.50	1,500.00
44,000	cu. yds.	Selected Roadbed Topping	0.60	26,400.00
140,000	yd. mi.	Hauling Roadbed Topping	0.14	19,600.00
4,300	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	3.00	12,900.00
1,600	M-gals.	Sprinkling	2.00	3,200.00
3.88	miles	Preparation of Base	200.00	776.00
430	cu. yds.	3/4" - 0" Material in Binder Course	4.00	1,720.00
70	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	2,800.00
11,300	tons	Class "B" Asphaltic Concrete	6.00	67,800.00
				$208,289.00

Roadway (Sta. 239+90 to 654+00) (Contract No. 2824)

All Required		Clearing and Grubbing		$ 2,000.00
550	cu. yds.	Trench Excavation, Unclassified	$ 2.00	1,100.00
33,400	cu. yds.	General Excavation, Common	0.60	20,040.00
3,700	cu. yds.	General Excavation, Solid Rock	1.50	5,550.00
109,000	yd. stas.	Short Overhaul	0.02	2,180.00
3,800	C-yd. stas.	Long Overhaul	0.50	1,900.00
10,500	lin. ft.	Rounding Cutbanks	0.15	1,575.00
7.15	miles	Finishing Roadbed and Slopes	500.00	3,575.00
100	lin. ft.	18" Corrugated Metal Pipe	3.00	300.00
10	lin. ft.	24" Corrugated Metal Pipe	5.00	50.00
150	lin. ft.	18" Concrete Pipe	3.50	525.00
80	lin. ft.	24" Concrete Pipe	5.00	400.00
10	lin. ft.	36" Concrete Pipe	10.00	100.00
60	lin. ft.	Salvaging Culvert Pipe	2.00	120.00
20,000	cu. yds.	2" - 0" Material in Base	2.75	55,000.00
9,500	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	2.75	26,125.00
700	M-gals.	Sprinkling	2.00	1,400.00
6.55	miles	Preparation of Base	100.00	655.00
440	cu. yds.	3/4" - 0" Material in Binder Course	3.40	1,496.00
120	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	4,200.00
22,000	tons	Class "B" Asphaltic Concrete	5.25	115,500.00
				$243,791.00
			Subtotal	$452,080.00
			10% Engr. & Cont.	45,208.00
			Total	$497,288.00

Length of Roadway 11.718 miles
Cost per mile $42,437.95

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Secondary Funds	State Funds
Inside City	$101,459.60	$ 57,614.00	$ 43,845.60
Outside City	497,288.00	282,386.00	214,902.00
	$598,747.60	$340,000.00	$258,747.60

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FOR FILING

S-14 (7)

SUMMARY OF FEDERAL AID WORK

DIXONVILLE-MARKS RANCH SECTION

PROJECT NO. S-14 (7)

Former		Present			Length	
Section	Type	Type	Width	Sta. to Sta.	Former	Present
A	501	604	20	239+90 to 356+00	2.198	2.198
B	501	604	20	356+00 to 431+50	1.429	1.429
C	501	604	20	431+50 to 497+00	1.240	1.240
D	501	604	20	497+00 to 654+00	2.968	2.968
					7.835	7.835

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Oregon State Highway Department

S-14(7)

Federal Aid Secondary
Project No. S-14 (7)

DIXONVILLE-MARKS RANCH SECTION
OF THE NORTH UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 6, 1946

Roadway (Sta. 279+90 to 684+00)

All Required		Clearing and Grubbing		$ 1,000.00
160	cu. yds.	Trench Excavation, Unclassified	$ 3.00	480.00
33,400	cu. yds.	General Excavation, Common	0.60	20,040.00
3,700	cu. yds.	General Excavation, Solid Rock	1.00	3,700.00
109,000	yd. sta.	Short Overhaul	0.015	1,635.00
3,800	C-yd. sta.	Long Overhaul	0.50	1,900.00
10,500	lin. ft.	Rounding Cutbanks	0.12	1,260.00
7.15	miles	Finishing Roadbed and Slopes	300.00	2,145.00
100	lin. ft.	18" Corrugated Metal Pipe	3.00	300.00
10	lin. ft.	24" Corrugated Metal Pipe	4.50	45.00
150	lin. ft.	18" Concrete Pipe	3.00	450.00
80	lin. ft.	24" Concrete Pipe	4.50	360.00
10	lin. ft.	36" Concrete Pipe	8.00	80.00
60	lin. ft.	Salvaging Culvert Pipe	1.50	90.00
19,200	cu. yds.	2" - 0" Material in Base	2.60	49,920.00
9,200	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	2.70	24,840.00
700	M-gals.	Sprinkling	2.00	1,400.00
6.21	miles	Preparation of Base	150.00	931.50
400	cu. yds.	3/4" - 0" Material in Binder Course	3.70	1,480.00
110	tons	Furnishing and Placing MC-3 Asphalt in Binder Course	35.00	3,850.00
22,000	tons	Class "B" Asphaltic Concrete	6.00	132,000.00

Subtotal	$247,906.50
10% Engr. & Cont.	24,790.65
Total	$272,697.15

Length of Roadway	7.835 miles
Cost per mile	$34,804.99

Federal Aid Secondary Funds- -	$158,200.00
State Funds- -	114,497.15
	$272,697.15

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Oregon State Highway Department

Federal Aid Secondary
Project No. S-14 (7)

S-14 (7)

DIXONVILLE-MARKS RANCH SECTION
OF THE NORTH UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 17, 1946

Roadway (Sta. 239+90 to 654+00)

All Required		Clearing and Grubbing		$ 1,000.00
550	cu. yds.	Trench Excavation, Unclassified	$ 3.00	1,650.00
33,400	cu. yds.	General Excavation, Common	0.60	20,040.00
3,700	cu. yds.	General Excavation, Solid Rock	1.00	3,700.00
109,000	yd. stas.	Short Overhaul	0.015	1,635.00
3,800	C-yd. stas.	Long Overhaul	0.50	1,900.00
10,500	lin. ft.	Rounding Cutbanks	0.12	1,260.00
7.15	miles	Finishing Roadbed and Slopes	300.00	2,145.00
100	lin. ft.	18" Corrugated Metal Pipe	3.00	300.00
10	lin. ft.	24" Corrugated Metal Pipe	4.50	45.00
150	lin. ft.	18" Concrete Pipe	3.00	450.00
80	lin. ft.	24" Concrete Pipe	4.50	360.00
10	lin. ft.	36" Concrete Pipe	8.00	80.00
60	lin. ft.	Salvaging Culvert Pipe	1.50	90.00
20,000	cu. yds.	2" - 0" Material in Base	2.60	52,000.00
9,500	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	2.70	25,650.00
700	M-gals.	Sprinkling	2.00	1,400.00
6.55	miles	Preparation of Base	150.00	982.50
440	cu. yds.	3/4" - 0" Material in Binder Course	3.70	1,628.00
120	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	4,200.00
22,000	tons	Class "B" Asphaltic Concrete	6.00	132,000.00
			Subtotal	$252,515.50
			10% Engr. & Cont.	25,251.55
			Total	$277,767.05

Length of Roadway	7.835 miles
Cost per mile	$35,452.08

Federal Aid Secondary Funds- -	$161,100.00
State Funds- -	116,667.05
	$277,767.05

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S-14 (7)

DIXONVILLE-MARKS RANCH SECTION

PROJECT NO. S-14 (7)

While negotiations for rights of way are in progress, five parcels have not been acquired, nor has the right to use these parcels been secured, but it is believed that all necessary rights of way can be made fully available within thirty days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 6, 1946

110-G

August 25, 1943

Mr. [illegible] Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of August 18 in regard to maintenance inspection of Oregon FAS 14-B, North Umpqua Highway-Mud Hollow Section.

I wish to advise that I inspected this road with the Douglas County Court on August 18, and they advised that as soon as they had received a shipment of 10,000 gallons of oil for which they have made application on Form R-1, they would proceed with the maintenance of the project.

They advised that where necessary they would dig out the badly broken places and would backfill with larger rock and place an oil patch over them. In other places they would reoil the sides of the road and bring them back up to grade. On those sections where complete failure of the surface now existed they would dig out where necessary, refill with rock, and reoil the surface.

I checked with them on their plans and the amount of oil they requested, and believe they have sufficient material to perform the work and will do so.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:mo

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 18, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAS 14-B, North Umpqua Highway-Mud Hollow Section, was made on July 27. The report of inspection describes the condition of this surface as follows:

0.0 North End.
0.0-0.37 - Spot failures.
0.37-0.49 - Thorough cut was reinforced and recoiled but has many spot failures.
0.49-1.07 - General failure of bituminous mat.
1.07-1.15 - Complete failure now resurfaced with pit run gravel, the surface of which is sun checked, indicating clay content.
1.15-1.43 - General failure

It will be seen from the above that this surface is either a partial or complete failure. Apparently, this project should be resurfaced and recoiled for satisfactory restoration of the original investment. While this is probably impossible at the present time, the surface, however, should be patched out where breaks have occured and, if possible, given an 0-30 type seal.

We ask that you bring this matter to the attention of Douglas County and that we be advised of what may be done.

Very truly yours,

WHLynch
W. H. LYNCH
District Engineer

REFERRED TO
Cutler
By Chief Engineer

Please propose answer after contacting county court

RECEIVED
AUG 20 1943
STATE HIGHWAY COMMISSION

Copy sent to Cutler

110-6

December 28, 1942

Honorable County Court of Douglas County
Roseburg, Oregon

Gentlemen:

We are in receipt of a letter from the Public Roads Administration, Portland, stating that they recently made an inspection of the North Umpqua Highway, more particularly that portion of the road which was built with federal funds, beginning near Dixonville and extending to Oak Creek. They advised that they had observed that most of the damage noted in their reports of last June had been repaired, and desired to thank the county for their attention to these matters. They also stated that they had observed that a four-ton load limit had been posted.

They advised, however, that in a number of places small slides had filled the ditches and water was standing in ditches along the road, and in these places the water was saturating the base.

They asked this office to write the court a letter asking if it would not be possible for the county to open up the ditches and remove the slides so that the saturation of the base would be alleviated, and also requested that the load limit be continued until weather conditions had improved to the point where the road surface is reasonably dry, before log hauling is allowed to resume.

This office knows that the matter of log hauling is extremely difficult to handle at this time, and that restrictions imposed upon log haulers immediately create a furor and demands are made to permit the continuation of log hauling regardless of road damage. Therefore, with regard to restrictions to log hauling, this Department feels that this should be a matter of your own judgment. However, if it is possible for you to do so, it would be appreciated if the small slides could be removed and the ditches cleaned.

With kindest personal regards and the season's greetings, I remain,

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:me
cc Mr. Floyd Frear

110-6

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 24, 1942.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Oscar Cutler

Dear Sir:

Maintenance inspection of the North Umpqua Highway, Oregon Federal Aid Secondary Projects Nos. FAS 14-A and B, was made on December 16.

The County had repaired most of the damage noted in our letter of June 3 and have posted the load limit at 4 tons.

However, with reference to the condition of Section B, at the present time the bituminous surface in the cut near the east end is a 90% failure. It is doubtful whether any improvement can be expected until this cut is widened and larger ditches constructed. The ditches are now blocked with slides and water stands and saturates the base.

On Section A (Dixonville to Mud Hollow) portions near the center of the project show heavy failure and settlement. As the major part of Section A is standing up in fair condition, there is probably very unsuitable soil under the failed portions.

The ditches on this section are filled with small slides and water stands in several places.

The shoulders contribute to a bad drainage situation. Through growth of weeds on the shoulders and settlement in wheel lanes from heavy log haul, the elevation of the shoulders in some places is 6" higher than that of the pavement. Obviously surface drainage here is impossible. As noted in our letter of June 3, and as you yourself know, this surface is not of a design capable of standing the heavy log loads which have been using this road. If this logging is going to continue over an extended period, then something should be done to provide a base which will carry the loads without such extensive damage.

This is, however, outside the scope of maintenance and what we are asking at the present time is that the County keep the drainage open, provide for reinforcing of weakened areas as they develop and continue a reasonable load limit.

Very truly yours,

W. H. LYNCH
District Engineer

710-G

June 16, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

I am referring to your letter of June 3, with reference to maintenance inspection of the North Umpqua Highway, FAS 14-B, Mud Hollow Section.

Reference is also made to former correspondence on this project with reference to Mr. Frear's letter outlining his ideas in connection with maintenance repairs.

I went over this road with the county officials about six weeks ago and discussed with them the work which I felt they should do in order to repair the damage.

The county officials advised that they had set up money to make the necessary repairs to the road and would do so. They expected that it would be July before they could accomplish the work, but advised me that they would put the surfacing in good condition.

With regard to log hauling, there is no question but what the road has been required to carry logging traffic in excess of the loading for which the road surface was designed.

However, this is also true at this time of 90% of the roads in the State.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:me

110-G

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 3, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of the North Umpqua Highway, Oregon FAS 14-B, Mud Hollow Section, was made on May 27.

Reference is made to former correspondence on this project concerning failure in the summit cut. We note Mr. Friar's reply to your letter and it is believed that his plan should result in considerable improvement.

Inspection on the above date, however, reveals that the bituminous surface on the rest of the section is rapidly failing. Section A, although in not as bad condition, has a considerable amount of failure.

There seems little doubt that the major cause of this failure - east of the cut - is the heavy log haul. The loads observed on the date of inspection are entirely too heavy under present weather conditions for the saturated condition of this gumbo subgrade. Under normal traffic there is little reason for this road not to stand up satisfactorily, but it apparently was not designed for, nor will it stand, the heavy log loads now using it.

We wish that you would call the County's attention to the conditions noted, and advise us as to their plans for the repair of this project.

Very truly yours,

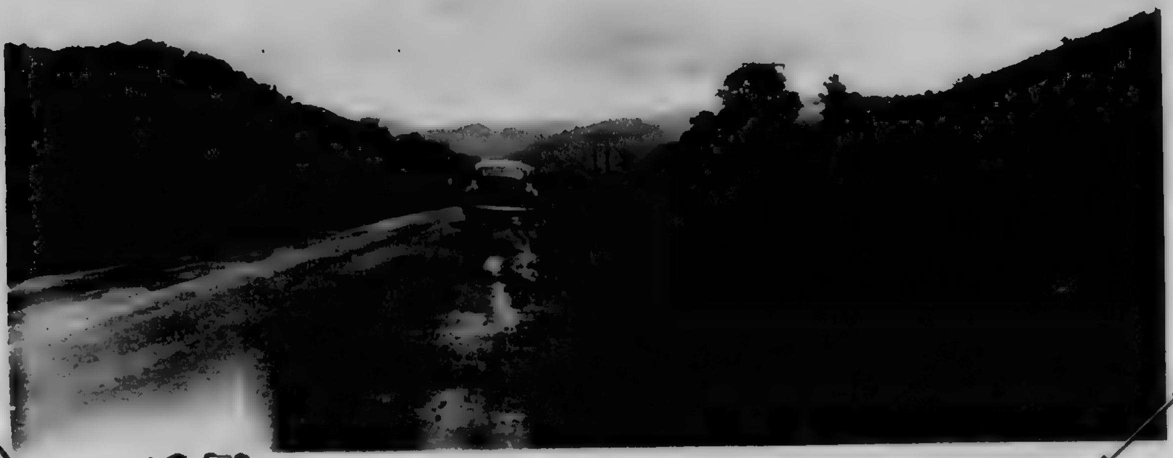
W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUN 12 1942
OREGON
STATE HIGHWAY COMMISSION

OREGON FAS 14-B

North Umpqua Highway



41958

No. 41958. Showing foundation failure under heavy log traffic. Shoulder is elevated from 12 to 18" above original pavement grade. Bituminous mat is cracked approximately to center line of roadway over major portion of project.

OREGON FAS 14-B

North Umpqua Highway

110-6

April 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of November 17, 1941, with reference to maintenance inspection on Project FAS 14-B, North Umpqua Road, Mud Hollow Section, and other correspondence relative to the inspection report.

Please be advised that I went over this road with the Douglas County Court and Engineer on March 27, and the county advised that they would take care of all repairs necessary to place the road in first class condition during the spring and summer.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:me

110-G

December 10, 1941

Mr. F. G. Frear
County Roadmaster
Roseburg, Oregon

Dear Floyd:

I refer to your letter of December 6th in reply to my letter of December 2nd with which I enclosed a letter from the Public Roads Administration, with regard to maintenance of the North Umpqua Road.

I have read your letter with considerable interest and, while I have not been over this road this fall, there was evidence that drainage conditions might require considerable work at one or two places at the time I was over the road.

As soon as I can, I will call upon you in Douglas County and we will go into the situation. I will advise you two or three days in advance of the time that I can look over this road with you.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:EC

110-G

ROY AGEE, COUNTY CLERK
CLIFF THORNTON, SHERIFF
OLIVER L. JOHNSON, TREASURER
BARTON HELLIWELL, ASSESSOR
LULA C. GORRELL, SCHOOL SUPT.
H. C. STEARNS, CORONER
F. C. FREAR, ROAD MASTER
H. L. EPPSTEIN, SURVEYOR
AGNES M. PITCHFORD, PROB. OFFICER

D. N. BUSENBARK, COUNTY JUDGE
H. B. ROADMAN, COMMISSIONER
J. R. HUTCHINSON, COMMISSIONER
J. V. LONG, DISTRICT ATTORNEY

COUNTY COURT
FIRST WEDNESDAY OF
EACH MONTH

DOUGLAS COUNTY
ROSEBURG, OREGON

December 6, 1941

Mr. Oscar Cutler
Assistant Office Engineer
Oregon State Highway Commission
Salem, Oregon.

Dear Oscar:

In reply to your letter of December 2nd regarding the North Umpqua Road, we of course are vitally interested in its maintenance and are doing all within our power to maintain the same. I do not wish to criticize the State in the location of this road as I consider it one of the finest laid out roads that has ever been built in southern Oregon; but when it comes to the construction part, that is where the trouble comes in.

The section that is giving the trouble is one of those long flat vertical curves in the first summit east of Roseburg. Last summer we took two blades up and re-sloped and re-ditched the cut. Again this winter we are hand-ditching it, and doing everything within our power to keep the water out of the cut.

Regarding tile and backfilling a tranch, I have also made a study of this phase and do not believe it would be practicable to do this yet. I believe the only solution is to widen the cut considerably on both sides and put in a much deeper drainage ditch on both sides. As the oil in this cut is practically gone now, I would, after providing better drainage, pour the rock in until the grade stiffens up. Early last fall after a fairly dry summer the heavy oil distributor of the Milne Construction Company bounced up and down as it was distributing the oil. At the time I spoke to the contractor, also to your inspectors, about the poor condition of this section of road.

The court and I are therefore of the opinion that it would be a waste of money to try to patch this road with oil until it becomes stabilized.

Very truly yours,

F. C. Frear

F. C. Frear, County Roadmaster

cc W.H.Lynch, District Engineer
K.D.Lytle, Division Engineer

110-G

December 2, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Building
Portland, Oregon

Dear Sir:

With reference to your letter of November 17th re maintenance inspection of FAS 14-B, North Umpqua-Mud Hollow Section.

Please be advised that this matter has been taken up with the County officials and they have been requested to take care of the condition and advise this office when they have been completed.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:EC

110-G

December 2, 1941

Mr. Floyd C. Frear
County Road Master
Roseburg, Oregon

Dear Floyd:

I am enclosing herewith, a copy of the letter received from the office of W. H. Lynch, District Engineer, Public Roads Administration, Portland, Oregon, advising their findings with regard to maintenance on the North Umpqua Road on those sections constructed with State and Federal funds.

Will you please advise if the county has plans for repairing those sections which are showing signs of deterioration.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:BC
Encl.

/

110-G

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 17, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of FAS 14-B, North Umpqua Road - Mud Hollow Section, was made on November 5.

The report of inspection states that on that portion of the project between mile 0.3 to 1.0 from the east end that there are several holes in the bituminous surface revealing clay pockets which should be dug out and drained before bituminous repairs are made. There is heavy failure in the cut at this end of the project due, it is evident, from the inadequate drainage at this point. Water stands in the ditches thru this cut and it appears as though this situation cannot be relieved due to flat drainage except by a tile and rock backfilled trench.

Will you please investigate this situation and advise what may be done to eliminate a condition which if not provided for will continually result in an unsatisfactory rating for this project.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

110-G

May 3, 1941

Mr. Roy Agee
County Clerk
Roseburg, Oregon

Dear Sir:

Herewith, six copies of an agreement executed by the Douglas County Court relative to Douglas County maintaining a section of the North Umpqua road which is to be constructed with Federal Aid Secondary Highway and State funds.

This agreement is being returned because of the fact that your office has not attested the signatures of the Court.

There are also six copies of the resolution relative to encroachment and traffic on the same section which should also be executed by your office.

With regard to the resolution, one copy should be retained by your office and the other five sent to the Highway Commission at Salem. Also, with regard to the maintenance agreement, all copies should be returned to Salem for the signature of the Highway Commission, and one copy will be returned to the County for the County's record.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:PO

Encl.

S-23-a

FAS 253

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

4-29-41

The County of Douglas (municipality or political subdivision), State of Oregon, hereinafter referred to as the County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 3.97 miles of the North Umpqua secondary or feeder (municipal, or secondary or feeder) highway from a point approximately 4.1 miles northeast of Dixonville at Engr. Station 437+00 to a point approximately 4.0 miles west of Glide at Engr. Station 644+00, known as North Umpqua Road (local name of street or road), and to be designated as Oregon Project No. FAS 24 D (1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County (municipality or political subdivision) shall provide for its proper maintenance after completion of its improvement.

2. That the said County (municipality or political subdivision) hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County (municipality or political subdivision) agrees to procure at its sole cost and make available before a contract is awarded

(1941)

for said project, a right of way having a width of at least 60 feet throughout, and further agrees to procure and make available such additional width or widths of right of way as may be required for cut and/or fill slopes.

4. That the said County (municipality or political subdivision) hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County (municipality or political subdivision) on the 29 day of April, 1941, and the Highway Department on the 9th day of May, 1941.

Attest Roy Agee
County Clerk.

County of Douglas
(Municipality or political subdivision)
By
County Judge
By
County Commissioner
By J. Ross Hutchinson
County Commissioner

Attest
Secretary.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)
By
As Chairman
By
As Commissioner
By Herman Oliver
As Commissioner

Note: Any official signing for and on behalf of a municipality or political subdivision should attach an original or authenticated copy of order, resolution, ordinance, or charter provision, or a citation to statute, under the authority of which this agreement is executed. Each agreement should be executed in duplicate and a certified copy should be furnished for the Public Roads Administration.

5-23-52

RESOLUTION

WHEREAS, a County Road in Douglas County, State of Oregon, known as the North Umpqua County Road, is routed through the County of Douglas, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Douglas County, the section adopted for improvement being more particularly described as follows; to wit:

Beginning at a point approximately 4.1 miles Northeast of Dixonville at Engineer's Station 497+00; thence in a Northerly and Easterly direction to a point approximately 4.8 miles East of Glide at Engineer's Station 654+00; a distance of 2.97 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, Public Roads Administration ~~The Bureau of Public Roads~~ of the Federal Works Agency ~~Department of Agriculture~~ of the United States will not participate in the construction of said county road until and unless the said County of Douglas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Douglas County, Oregon, that no encroachments will be permitted on the county road, known as the North Umpqua County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said

county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Douglas County, Oregon, this 29 day of April, 193[illegible].

Attest: (Seal)
Roy Agee
County Clerk

By Maurie C Bowker
County Judge

By D. B. Roadman
County Commissioner

By J. Ran Hutchinson
County Commissioner

- - - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the County Court of Douglas County, Oregon, on the 29 day of April, 193[illegible] at the regular or special meeting of said County Court.

Dated this 29 day of April, 193[illegible]

Roy Agee
County Clerk

110 - G

April 14, 1941

Hon. Morris G. Bowker
County Judge
Roseburg, Oregon

Dear Judge:

Will you please advise the status of the right of way on the proposed project on the North Umpqua Highway, reconstructed with F. A. S. funds.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Ass't Office Engineer

OC:ER

110-6

February 5, 1941

Honorable Morris C. Bowker
County Judge of Douglas County
Roseburg, Oregon

Dear Judge:

We are enclosing herewith three copies each of right of way descriptions covering another section of the North Umpqua County Road. The descriptions are as follows: California Joint Stock and Land Bank, J. R. Matlack, Herman Marks, Charles W. Boise, School District No. 11, R. T. Blakely, Lester Blakely, and R. B. Oliver.

These right of way descriptions cover the right of way required for another project on the North Umpqua, funds for which have been tentatively allocated, and it is hoped that construction may be undertaken this year.

Will you please arrange to secure the necessary right of way and advise me when the right of way has been secured.

Under separate cover, I am sending you two white prints of the alignment map for this section.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

cc Mr. H. G. Smith
Mr. K. D. Lytle
Mr. A. B. Kneass

OWNER: CALIFORNIA JOINT STOCK & LAND BANK

A parcel of land lying in the Northeast quarter (NE¼) of the Northwest quarter (NW¼) of Section 32, Twp. 26 South, Range 4 West, W. M., Douglas County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to California Joint Stock & Land Bank recorded in Book 97, Page 597 of Douglas County Record of Deeds. The said parcel being all that portion of the foregoing described property included in a strip of land of variable width on each side of the center line of the North Umpqua Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 521+20.8 to Station 530+54.9 which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 521+20.8 opposite and 40 feet distant from which point the Southeasterly line of the said strip of land intersects the West line of the Northeast quarter of the Northwest quarter of Section 32; said point being 696 feet South, and 1292 feet East of the Northwest corner of Section 32, Twp. 26 South, Range 4 West, W. M.; thence North 40° 58' East, a distance of 934.11 feet to Engineer's Station 530+54.9 opposite and 40 feet distant from which Station the Southeasterly line of said strip of land intersects the North line of said Section 32.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to Station	Total Width	Width on Northwesterly Side of Center Line	Width on Southeasterly Side of Center Line
521+20.8	522.00	80 feet	40 feet	40 feet
522+00	525+00	100 feet	40 feet	60 feet
525+00	530+54.9	80 feet	40 feet	40 feet

The parcel of land to which this description applies contains 1.71 acres, of which 0.53 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 1.18 acres lie outside of the existing right of way.

OWNER: J. R. MATLACK, et ux

A parcel of land lying in the Southeast quarter (SE¼) of the Southwest quarter (SW¼) of Section 29, Twp. 26 South, Range 4 West, W. M., Douglas County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to J. R. Matlack, et ux, recorded in Book 88, Page 461 of Douglas County Record of Deeds. The said parcel being all that portion of the foregoing described property included in a strip of land 80 feet in width, 40 feet on each side of the center line of the North Umpqua Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 529+86.8 to Station 534+81.9 which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 529+86.8 opposite and 40 feet distant from which point the Northwesterly line of the said strip of land intersects the South line of said Section 29; said point being 45 feet South and 1855 feet East of the Southwest corner of Section 29; Twp. 26 South, Range 4 West, W. M.; thence North 40° 58' East, a distance of 495.1 feet to Engineer's center line Station 534+81.9 opposite and 40 feet distant from which Station the Northwesterly line of said strip of land intersects the West line of the D. L. C. No. 51.

The parcel of land to which this description applies contains 0.76 acres, of which 0.12 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.64 acre lies outside of the existing right of way.

OWNER: HERMAN MARKS

A parcel of land lying in Section 21, Twp. 26 South, Range 4 West, W. M., Douglas County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Herman Marks, recorded in Book 88, Page 549 of Douglas County Record of Deeds. The said parcel being all that portion of the foregoing described property included in a strip of land of variable width, on each side of the center line of the North Umpqua Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 599+10.2 to Station 664+05.6 which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 599;10.2 opposite and 40 feet distant from which point the Northwesterly line of the said strip of land intersects the South line of said Section 21; said point being 30 feet South and 1135 feet East of the Southwest corner of Section 21, Twp. 26 South, Range 4 West, W. M.; thence on a 11459.2 foot radius curve to the left, (the long chord of which bears North 34° 16' East 878.67 feet) a distance of 878.9 feet; thence on a spiral curve to the left (the long chord of which bears North 31° 24' East, 399.99 feet) a distance of 400 feet; thence North 31° 03' East, a distance of 3696.22 feet; thence on a spiral curve to the right (the long chord of which bears North 32° 14' East, 399.93 feet) a distance of 400 feet; thence on a 3274 foot radius curve to the right (the long chord of which bears North 44° 22' East, 1115.17 feet) a distance of 1120.32 feet to Engineer's Station 664+05.6 opposite and 40 feet distant from which station the Southeasterly line of said strip of land intersects the North line of said Section 21.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to Station	Total Width	Width on Northwesterly Side of Center Line	Width on Southeasterly Side of Center Line
599+10.2	629+00	80 feet	40 feet	40 feet
629+00	639+00	90 feet	40 feet	50 feet
639+00	644+00	110 feet	60 feet	50 feet
644+00	657+00	90 feet	40 feet	50 feet
657+00	661+00	130 feet	60 feet	70 feet
661+00	664+05.6	80 feet	40 feet	40 feet

The parcel of land to which this description applies contains 13.01 acres, of which 3.68 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 9.33 acres lie outside of the existing right of way.

OWNER: CHARLES W. BOISE, et ux

A parcel of land lying in Section 29 and in the Northwest quarter (NW¼) of Section 28, Twp. 26 South, Range 4 West, W. M., Douglas County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Charles W. Boise, Et Ux, Certificate of Title No. 3857, Torrens register of Titles Douglas County Record of Deeds. The said parcel being all that portion of the foregoing described property included in a strip of land of variable width, on each side of the center line of the North Umpqua Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 535+38.2 to Station 599+68.5 which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 535+38.2 opposite and 40 feet distant from which point the Northwesterly line of the said strip of land intersects the North line of the School District No. 11 Property; said point being 395 feet North and 65 feet East of the Southwest corner of the T. Prather D. L. C. No. 51 in Sections 28 and 29, Twp. 26 South, Range 4 West, W. M.; thence North 40° 58' East, a distance of 5274.2 feet; thence on a spiral curve to the left (the long chord of which bears North 40° 37' East, 399.99 feet) a distance of 400 feet; thence on a 11459.16 foot radius curve to the left; (the long chord of which bears North 38° 03' 30" East 755.97 feet) a distance of 756.1 feet to Engineer's Station 599+68.5 opposite and 40 feet distant from which station the Southeasterly line of said strip of land intersects the North line of said Section 28.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to	Station	Total Width	Width on Northwesterly Side of Center Line	Width on Southeasterly Side of Center Line
535+38.2		563+00	80 feet	40 feet	40 feet
563+00		595+00	90 feet	50 feet	40 feet
595+00		599+68.5	100 feet	60 feet	40 feet

The parcel of land to which this description applies contains 12.61 acres, of which 2.53 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public and 10.08 acres lie outside of the existing right of way.

OWNER: SCHOOL DIST. #11

A parcel of land lying in the Southeast quarter (SE¼) of the Southwest quarter (SW¼) of Section 29, Twp. 26 South, Range 4 West, W. M., Douglas County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to School District #11, recorded in Book 18, Page 45 of Douglas County Record of Deeds. The said parcel being described as follows:

Beginning at the Northwest Corner of said school property; said point being 420 feet North of the Southwest corner of D. L. C. No. 51; said corner also being 67.91 feet Northwesterly from (when measured at right angles to) the relocated center line of the North Umpqua Highway at Engineer's Station 535+14; thence South along the West line of said D. L. C. No. 51 a distance of 164.71 feet; thence North 40° 58' East along a line 40 feet distant Southerly from and parallel to the said relocated center line a distance of 218.01 feet to the North line of said school property; thence West along said North line a distance of 142.84 feet to the point of beginning.

The parcel of land to which this description applies contains 0.27 acres, of which 0.11 acre lies within the existing right of way; title to which hereby is acknowledged to be in the public, and 0.16 acre lies outside of the existing right of way.

OWNER: R. T. BLAKELY, ET UX

A parcel of land lying in the South half (S½) of the Southeast quarter (SE¼) of Section 15, Twp. 26 South, Range 4 West, W. M., Douglas County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to R. T. Blakely, et ux, recorded in Book 89, Page 326 of Douglas County Record of Deeds. The said parcel being all that portion of the foregoing described property included in a strip of land 80 feet in width, 40 feet on each side of the center line of the North Umpqua Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 696+83.3 to Station 713+68.9 which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 696+83.3 opposite and 40 feet distant from which point the Southerly line of the said strip of land intersects the West line of said property; said point being 667.5 feet North and 2632.5 feet East of the Section Corner common to Sections 15, 14, 21 & 22, Twp. 26 South, Range 4 West, W. M.; thence North 89° 26' East a distance of 1685.6 feet to Engineer's center line Station 713+68.9 opposite and 40 feet distant Northerly from which station the Northerly line of said strip of land intersects the East line of the D. L. C. No. 42.

The parcel of land to which this description applies contains 3.09 acres.

OWNER: LESTER BLAKELY

A parcel of land lying in the Southeast quarter (SE¼) of the Southeast quarter (SE¼) of Section 16 and in the Southwest quarter (SW¼) of Section 15, Twp. 26 South, Range 4 West, W. M., Douglas County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Lester Blakely, recorded in Book 80, Page 171 of Douglas County Record of Deeds. The said parcel being all that portion of the foregoing described property included in a strip of land of variable width, on each side of the center line of the North Umpqua Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 662+99.1 to Station 696+64.9 which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 662+99.1 opposite and 40 feet distant from which point the Northwesterly line of the said strip of land intersects the South line of said Section 16; said point being 29 feet South and 600 feet West of the Southeast corner of Section 16, Twp. 26 South, Range 4 West, W. M.; thence on a 3274 foot radius curve to the right (the long chord of which bears North 69° 08' East, 1893.06 feet) a distance of 1920.47 feet; thence on a spiral curve to the right (the long chord of which bears North 88° 16' East 399.93 feet) a distance of 400.00 feet; thence North 89° 26' East, a distance of 1045.30 feet to Engineer's Station 696+64.9, opposite and 50 feet distant from which Station the Northerly line of said strip of land intersects the North and South center line of said Section 15.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to Station	Total Width	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
662+99.1	693+00	80 feet	40 feet	40 feet
693+00	696+64.9	100 feet	50 feet	50 feet

The parcel of land to which this description applies contains 6.25 acres, of which 0.84 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public and 5.41 acres lie outside of the existing right of way.

OWNER: R. B. OLIVER

A parcel of land lying in the South half (S½) of the South half (S½) of Section 15, Twp. 26 South, Range 4 West, W. M., Douglas County, Oregon, and being a portion of the 20 foot width strip of land which was conveyed by that certain deed to R. B. Oliver, recorded in Book 89, Page 305 of Douglas County Record of Deeds. The said parcel being all that portion of the said 20 foot strip included in a strip of land 80 feet in width, 40 feet on each side of the center line of the North Umpqua Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 696+64 to Station 696+84 which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 696+64 at which station the said center line intersects the West line of said 20 foot strip; said point being 667 feet North and 2612 feet East of the Section corner common to Sections 15, 16, 21, & 22, Twp. 26 South, Range 4 West, W. M.; thence North 89° 26' East a distance of 20 feet to Engineer's Station 696+84 at which station said center line intersects the East line of said 20 foot strip.

The parcel of land to which this description applies contains 0.04 acre.

S-13-4E

FAS 353

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

10-3-40

The County of Douglas, State of Oregon,
(municipality or political subdivision)
hereinafter referred to as the County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 1.24 miles of the secondary or feeder
(municipal, or secondary or feeder)
highway from a point 8.17 miles east of Roseburg at Engineer's Station 431+50 to a point 9.41 miles east of Roseburg at Engineer's Station 497+00, known as North Umpqua County Road,
(local name of street or road)
and to be designated as Oregon Project No. FAS 14-C (1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County
(municipality or political subdivision)
shall provide for its proper maintenance after completion of its improvement.

2. That the said County
(municipality or political subdivision)
hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County
(municipality or political subdivision)
agrees to procure at its sole cost and make available before a contract is awarded

(1940)

for said project, a right of way having a width of at least 80 feet throughout, and further agrees to procure and make available such additional width or widths of right of way as may be required for cut and/or fill slopes.

4. That the said County (municipality or political subdivision) hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County (municipality or political subdivision) on the 3rd day of October, 1942, and the Highway Department on the 11th day of October, 1942.

County of Douglas
(Municipality or political subdivision)

Attest: Roy Agee
County Clerk

By Marvin C Bowker
County Judge

By
County Commissioner

By J Ross Hutchinson
County Commissioner

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
As Chairman

Attest:
Secretary

By
As Commissioner

By
As Commissioner

Note: Any official signing for and on behalf of a municipality or political subdivision should attach an original or authenticated copy of order, resolution, ordinance, or charter provision, or a citation to statute, under the authority of which this agreement is executed. Each agreement should be executed in duplicate and a certified copy should be furnished for the Public Roads Administration.

5-13-40

RESOLUTION

WHEREAS, a County Road in **Douglas** County, State of Oregon, known as the **North Umpqua** County Road, is routed through the County of **Douglas**, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and **Douglas** County, the section adopted for improvement being more particularly described as follows; to wit:

From a point 8.17 miles east of Roseburg at Engineer's Station 431+50 to a point 9.41 miles east of Roseburg at Engineer's Station 497+00

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of **Douglas** will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of **Douglas** County, Oregon, that no encroachments will be permitted on the county road, known as the **North Umpqua** County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said

county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Douglas County, Oregon, this 3 day of Oct, 194[illegible].

Attest: Roy Agee
County Clerk

By Morris C Bowker
County Judge

By H. O. B. Boardman
County Commissioner

By J. Ross Hutchinson
County Commissioner

- - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the County Court of Douglas County, Oregon, on the 3rd day of October, 194[illegible], at the regular or special meeting of said County Court.

Dated this 3rd day of October, 194[illegible].

Roy Agee
County Clerk

110 - G

September 3, 1940

Hon. County Court of Douglas County
Roseburg, Oregon

Gentlemen:

I enclose herewith a copy of a letter received from Mr. W. H. Lynch, District Engineer, Public Roads Administration, Portland, relative to certain maintenance matters on Oregon Federal Aid Secondary Projects 14-A & B, North Umpqua Highway, Dixonville and Mud Hollow Sections.

I would appreciate it if the county will remedy the condition which Mr. Lynch calls attention to in his letter, and would further request that you advise me by letter when the conditions mentioned have been corrected.

I wish to call your attention again to the fact that an agreement was executed by the county court and the State Highway Commission by which the county agrees to maintain these two projects in a manner satisfactory to the Public Roads Administration and the State Highway Commission. I would further mention that, in general, the standard of maintenance required by the Commission and the Public Roads Administration is of a higher type than the county usually maintains the county road system.

I will also beg leave to remind you that this is probably budget making time and would respectfully request that maintenance funds for the projects herein mentioned not be overlooked for 1941.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

OC:MK
Encl.

Oscar Cutler
Asst. Office Engineer

cc Mr. W. H. Lynch
Mr. F. O. Frear
County Roadmaster
Roseburg, Oregon

110 - G

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 21, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon Federal Aid Secondary Projects 14-A & B, North Umpqua Highway, Dixonville and Mud Hollow Sections, was made on August 10th.

The report of inspection states that the shoulders, ditches and roadsides are covered with a dense, tall, dried weed growth, obstructing drainage, partly obscuring road signs and rendering shoulders unusable.

We are not criticising this matter solely, nor seriously, from the appearance standpoint. It seems more important that fog posts, guard rails, bridges and shoulders be kept free of weeds to ensure full vision and use as a safety consideration.

We are sufficiently acquainted with the situation to know that there are few counties that budget funds for weed removal. It is not our desire to go beyond the demands of traffic importance nor economical expenditure of maintenance funds available in any county. Yet it is our belief that safety factors where these may be affected by weed growth should receive serious consideration, such as the items mentioned above.

We should appreciate it, therefore, if in calling this matter to the attention of the county you would explain that our criticism is directed not entirely to obtaining a beautiful landscape, however desirable that may be, but more towards maintaining those items directly affecting the safety and use of the roadway.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Notify - O Cutler who
thought wrote it -

110 - G 2/14/40

1-10-40

NOTICE OF RESOLUTION
FOR THE LOCATION AND ESTABLISHMENT OF A COUNTY ROAD

TO ALL PERSONS WHOM IT MAY CONCERN:

NOTICE IS HEREBY GIVEN That the County Court of Douglas County, Oregon, at its session on the 14th day of February, 1940, will make an order directing a Board of Road Viewers to assess the damages of a relocation of a portion of the Dixonville - Glide road in accordance with a resolution passed by this Court as follows:

IN THE COUNTY COURT OF THE STATE OF OREGON
FOR DOUGLAS COUNTY

In the Matter of the Relocation of a Portion of the Dixonville - Glide Road No. 4, known as the Barker Section of the North Umpqua Highway.)	RESOLUTION Docket No. 704

WHEREAS authority is vested in the County Court of Douglas County, Oregon, pursuant to Section 44-1323, Oregon Code 1930, to declare its intention to locate, alter, widen, straighten or relocate a county road, and

WHEREAS there is a public necessity for the relocation of a portion of the Dixonville - Glide county road No. 4 known as the Barker Section of the North Umpqua Highway and the establishment of the same between the terminal points and according to the courses as hereinafter described, in this (1) that said North Umpqua Highway has heretofore been designated as a Secondary Federal Highway and is a road upon which Federal and State road funds may be expended by the Oregon State Highway Commission; (2) that the expenditure of such Federal and State funds is dependent upon the performance of certain acts by Douglas County, one of such acts being the procuring of the necessary right of way to permit the reconstruction of said road to the standards, grade and alignment as required by the United States Bureau of Public Roads before Federal funds can be expended on the same; (3) that the State Highway Commission has surveyed and relocated the portion of the said road to be reconstructed in accordance with the requirements and to the standards, grade and alignment of the United States Bureau of Public Roads, the relocated line being as hereinafter described; (4) that the said relocated line is in a more advantageous position for the construction and maintenance of a permanent road with respect to grade, curvature and safety of the traveling public, and that there is a public necessity for the relocation of the present road to the location and standards as established by the survey of the Oregon State Highway Commission, and

WHEREAS it is necessary to establish said road for the reasons aforesaid, in order that the proper location be had and so that the same may be constructed by the State of Oregon, and said road become a part of the permanent highway leading from Dixonville to Glide;

NOW, THEREFORE, BE IT RESOLVED by the County Court of Douglas County, Oregon, at its regular January 1940 term, that said court does hereby order and declare its intention to relocate and establish a portion of the county road leading from Dixonville to Glide within said county, varying in width between the terminal points and according to the general courses as follows, to-wit:

A parcel of land lying in the N½SE¼ and SW¼SE¼ of Section 31, T. 26 S., R. 4 W., and in the NW¼NE¼ of Section 6, T. 27 S., R. 4 W., W.M., Douglas County, Oregon, and being a portion of the following described property:

Those tracts of land which were conveyed by that certain deed to P. F. Barker, recorded in Book 45 at page 547, and that certain deed to J. L. Weaver et al. recorded in Book 97 at page 391, and that certain deed to W. E. Wilshire recorded in Book 96 at page 213, of Douglas County Record of Deeds.

The said parcel being all that portion of the foregoing described properties included in a strip of land of variable width on each side of the center line of the Dixonville - Glide County Road No. 4, also known as the Barker Section of the North Umpqua Highway, as said county road has been relocated over and across or adjacent to the said properties; the location of the said strip of land (in so far as it encroaches upon said properties) being determined by the said center line from Station 452+41.39 to Station 495+63.12, which portion of center line is described as follows:

Beginning at a point which is Engineers center line Station 452+41.39, opposite and 40 feet distant from which point the easterly line of said strip of land intersects the west line of the NE¼ of said Section 6, said point being 940.09 feet south and 37.67 feet west of the north quarter corner of Section 6, T. 27 S., R. 4 W., W.M.; thence North 19° 49' East a distance of 453.48 feet to Station 456+94.87; thence on a spiral curve to the right (the long chord of which bears North 20° 27' East 399.98 feet) a distance of 400 feet; thence on a 5729.58' radius curve to the right (the long chord of which bears North 30° 23' 30" East 1708.61 feet) a distance of 1715 feet to Station 478+09.87; thence on a spiral curve to the right (the long chord of which bears North 40° 20' East 399.98 feet) a distance of 400 feet to Engineers center line station 482+09.87; thence North 40° 58' East a distance of 1353.25' to Engineers center line Station 495+63.12, opposite and 40 feet distant from which station the easterly line of said strip of land intersects the North line of the SE¼ of said Section 31, T. 26 S., R. 4 W., which station is also 395 feet West and 27 feet North of the ¼ corner between Sections 31 and 32 T. 25 S., R. 4 W.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Total Width	Width on Westerly Side of Center Line	Width on Easterly Side of Center Line
452+41.39	472+00	90	50	40
472+00	476+00	80	40	40
476+00	490+00	90	40	50
490+00	493+63.12	80	40	40

It is FURTHER ORDERED AND RESOLVED that there is an urgent public necessity for the establishment of said road for the reasons aforesaid and that the County Roadmaster, or his duly qualified deputy, give notice of this resolution as provided by law; that at the February 14th, 1940, session of this court and 30 days from the posting of notice and mailing of certified copies of this resolution to the interested record land owners, an order will be made directing a Board of County Road Viewers to determine and assess the damages and make its report as provided by law.

Dated at Roseburg, Oregon this 10th day of January, 1940.

COUNTY COURT OF DOUGLAS COUNTY

By Morris C. Bowker Judge

By H. B. Roadman Commissioner

By J. R. Hutchinson Commissioner

STATE OF OREGON)
) ss.
COUNTY OF DOUGLAS)

I, Roy Agee, County Clerk and ex-officio Recorder and Clerk of the County and Circuit Courts for said County, do hereby certify that the foregoing copy of a resolution of the Douglas County Court has been by me compared with the original thereof and that it is correct transcription therefrom and of the whole of such original resolution as the same appears on record in my office and custody.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal this 10th day of January, 1940.

County Clerk for Douglas County

By
Deputy

110-6

Salem, Oregon
September 19, 1939

Hon. County Court of Douglas County
Roseburg, Oregon

Gentlemen:

This is the season of the year when Douglas County will be considering their budget for road purposes for 1940, and, inasmuch as the county executed an agreement with the Highway Commission for the maintenance of the Dixonville-Oak Creek Summit Section of the North Umpqua Road, I am respectfully requesting that this not be overlooked in the preparation of your budget.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

cc Mr. F. C. Frear

5-23-38

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

3-23-39

The County of Douglas (municipality or political subdivision), State of Oregon, hereinafter referred to as the County, and the Oregon State Highway Commission (State highway organization), hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 1.43 miles of the secondary or feeder (municipal, or secondary or feeder) highway from a point 6.74 miles east of Roseburg to a point 8.17 miles east of Roseburg, known as North Umpqua County Road (local name of street or road), and to be designated as Oregon (State) project No. FAS 14-B (1), and will recommend its approval by the Secretary of Agriculture for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County (municipality or political subdivision) shall provide for its proper maintenance after completion of its improvement.

2. That the said County (municipality or political subdivision) hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Agriculture, and agrees that if such project is approved and constructed by the Highway Department and the Secretary of Agriculture it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County (municipality or political subdivision) agrees to procure at its sole cost and make available before a contract is awarded for said project, a right of way having a width of at least 80 feet throughout, and further agrees to procure and make available such ad-

(1939)

ditional width or widths of right of way as may be required for cut and/or fill slopes.

4. That the said County (municipality or political subdivision) hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County (municipality or political subdivision) on the 23 day of March, 1939, and the Highway Department on the 7th day of April, 1939.

County of Douglas
(Municipality or political subdivision)

Attest:
Roy Agee
County Clerk

By Morris C Bowker
County Judge

By
County Commissioner

By J. Ross Hutchinson
County Commissioner

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest:
H B Glaisyer
Secretary

By Henry F. Cabell
As Chairman

By E B Aldrich
As Commissioner

By Herman M. Oberg
As Commissioner

Note: Any official signing for and on behalf of a municipality or political subdivision should attach an original or authenticated copy of order, resolution, ordinance, or charter provision, or a citation to statute, under the authority of which this agreement is executed. Each agreement should be executed in duplicate and a certified copy should be furnished for the Bureau of Public Roads.

5-28-36

RESOLUTION

WHEREAS, a County Road in Douglas County, State of Oregon, known as the North Umpqua County Road, is routed through the County of Douglas, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Douglas County, the section adopted for improvement being more particularly described as follows; to wit:

From a point 6.74 miles east of Roseburg to a point 8.17 miles east of Roseburg

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said county road until and unless the said County of Douglas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Douglas County, Oregon, that no encroachments will be permitted on the county road, known as the North Umpqua County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said

county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Douglas County, Oregon, this 23 day of March 1939.

Attest:

Roy Agee
County Clerk

By Morris C Bowker
County Judge

By H. B. [illegible]
County Commissioner

By J Ross Hutchinson
County Commissioner

- - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the County Court of Douglas County, Oregon, on the 23 day of March, 1939, at the regular or special meeting of said County Court.

Dated this 27th day of March, 1939.

Roy Agee
County Clerk

ROY AGEE, COUNTY CLERK
PERCY A. WEBB, SHERIFF
D. H. LENOX, TREASURER
BARTON HELLIWELL, ASSESSOR
STELLA QUINE, SCHOOL SUP'T
H. C. STEARNS, CORONER
F. C. FREAR, ROAD MASTER
H. L. EPPSTEIN, SURVEYOR
AGNES M. PITCHFORD, PROB. OFFICER

RECEIVED
MAR 17 1939
OREGON
STATE HIGHWAY COMMISSION

MORRIS C. BOWKER, COUNTY JUDGE
H. E. ROADMAN, COMMISSIONER
J. R. HUTCHINSON, COMMISSIONER
J. W. LONG, DISTRICT ATTORNEY

COUNTY COURT
FIRST WEDNESDAY OF
EACH MONTH

110 - G

DOUGLAS COUNTY
ROSEBURG, OREGON

March 16, 1939

Oregon State Highway Commission
Salem, Oregon.
Attention Mr. Oscar Cutler.

NOTED
RAY WEBBER

Gentlemen:

I have your letter of the 11th with reference to the right of way on the North Umpqua Road.

The right of way descriptions were furnished some time ago and the county instituted condemnation proceedings, and these proceedings have advanced to the stage where the road viewers made their report on March 13th. This report will come on for hearing before the court on the 5th day of April, at which time the report will be adopted or amended and the road established.

Sincerely yours,

Morris C Bowker
Morris C. Bowker
County Judge

MCB:W

110-G

March 11, 1939

Hon. Morris Bowker
County Judge of Douglas County
Roseburg, Oregon

Dear Sir:

I wish to inquire whether or not you have received right of way descriptions covering that part of the North Umpqua Road on which it is proposed to expend federal aid secondary funds in 1939. I have been informed that descriptions have been sent to you, and I am writing you to ascertain whether or not you have received them.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

110-G

November 23, 1938

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I hand you herewith a letter received from the Douglas County Judge, asking that the section on the North Umpqua Highway which is included in the 1939 federal secondary projects and county road program be determined as early as possible, to the end that they may start proceedings for the right of way.

Very truly yours,

Oscar Cutler
Asst. Office Engineer

OC:MK

Encl.

DOUGLAS COUNTY

Roseburg, Oregon

C
O
P
Y

November 10, 1938

Division Engineer
Oregon State Highway Commission
Roseburg, Oregon

Dear Sir:

We understand that during the season of 1939 an additional section of the North Umpqua Highway will be graded.

You will recall that this spring the time given the County to obtain right of way was so short that it was impossible to institute regular proceedings and that we had to obtain right of way by deed or by suit in the Circuit Court, and that this right of way probably cost us more than it would have done if we had had more time. For this reason we wish that the section to be built in 1939 be decided upon and right of way descriptions prepared prior to December 1st. This will give us sufficient time to send out road viewers and have the right of way matters all settled by May or June.

Yours very truly,

H. W. Clough
County Judge

MGB:W

cc to Mr. Oscar Cutler
Asst. Office Engineer
Oregon State Highway Commission
Salem, Oregon

110-6

October 11, 1938

Hon. County Court of Douglas County
Roseburg, Oregon

Gentlemen:

This is to advise that the Dixonville Section of the North Umpqua Highway, 2.20 miles in length, Project FAS 14-A, has been completed by the contractor and is being turned over to the county for maintenance, as provided in the agreement executed by the State Highway Commission and the County Court of Douglas County on June 2, 1938.

Very truly yours,

State Highway Engineer

cc Mr. W. H. Lynch
Mr. N. G. Smith
Mr. K. D. Lytle

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

110-G

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

June 1, 1938

Dixonville - Black Mud Hollow
falls within
Dixonville - Oak Creek Unit

R. H. Baldock
State Highway Engineer
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

At the request of the county court we included in the Dixonville Section of the North Umpqua County Road, two 72-inch corrugated iron pipes which were to be used for cattle passes. The county court now advises me that it will be necessary to condemn the lands on which these pipes were to have been placed and that it will not be necessary to place the pipes. I would therefore suggest that the contractor be notified, before the contract is awarded, that these pipes will not be installed.

Very truly yours,

K Lytle
K. D. LYTLE
Division Engineer

cc.R. H. Baldock
H. G. Smith, New Heathman Hotel.
Oscar Cutler

KDL:AF

110-G

May 18, 1938

Mr. K. D. Lytle
Division Highway Engineer
Roseburg, Oregon

Dear Sir:

In reply to your letter of May 16, relative to the 72" corrugated iron pipes to be installed at the request of Douglas County on the Dixonville-Black Mud Hollow Section of the North Umpqua Highway, for use as cattle passes:

The estimate of cost which we sent you was for uncoated pipe. Therefore, if the county desires to place asphalt-coated pipe on this section, will you please advise them that we estimate it would cost an additional $60.00, and ask them to include this amount in their check which they send to the State Highway Commission.

We will not change our specifications, as the resident engineer or yourself can make arrangements with the contractor under price agreement for the installation of the coated pipe.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MK

cc Mr. R. H. Baldock
Mr. H. G. Smith

110-6

ELL, Chairman, Portland
RICH, Pendleton
OU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of K. D. LYTLE, Division Engineer
ROSEBURG, OREGON

May 16, 1938

RECEIVED
Y 1 1938
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: Oscar Cutler

Dear Sir:

I received your letter of May 13th relative to the two 72" corrugated iron pipe which were to be installed at the request of the County, on the Dixonville-Black Mud Hollow Section of the North Umpqua Highway.

Previous to this, I had a letter from Mr. Smith and as a result, I have already written the County asking that they deposit with the Secretary a check for the estimated amount.

I would recommend that these pipe be asphalt coated as I am told by the local County Engineer that corrosive action of the soil is severe in this vicinity.

Very truly yours,

KDLytle
K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock

110-G

May 13, 1938

Mr. K. D. Lytle
Division Highway Engineer
Roseburg, Oregon

Dear Sir:

On May 11, Mr. Smith wrote you a letter relative to installation of 2 - 72" corrugated iron pipes, to be used as cattle passes on the Dixonville-Black Mud Hollow Section of the North Umpqua Highway. In his letter he stated that these would be asphalt coated protected inverts. I wish to advise that these pipes will be uncoated.

Mr. Smith requested that you instruct the county officials to deposit a check for the amount of $1,197.00 with the Secretary of the Commission. Will you please take this up with them and request that this check be sent in, so that it may be received within the next few days.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MK

cc Mr. R. G. Smith
Mr. R. H. Baldock

110 - G

35,000

April 21, 1938

NORTH UMPQUA COUNTY ROAD

[illegible] HOLLOW SUMMIT

COMPARATIVE ESTIMATES OF COST

Station	to	Station	Miles	Grading	[illegible] & Surf.	Oiling	Total
1. 240+00		338+00	1.80	$19,887.50	$17,320.00	$8,605.00	$46,052.50
Engineering & Contg.				1,392.50	1,2[illegible].00	745.00	4,357.50
				$21,280.00	$1[illegible]	$9,350.00	$50,210.00
				$40,865			
2. 240+00		377+00	2.60	$25,830.00		$9,584.00	$56,214.00
240+00		380+00	1.27	-	$21,080.00		
Engineering & Contg.				2,370.00	2,100.00	916.00	5,636.00
				$28,200.00	$23,180.00	$10,500.00	$61,880.00
				$51,380			
3. 240+00		438+75	3.75	$32,825.00		$12,000.00	$75,005.00
240+00		410+00	3.2	-	$30,080.00		
Engineering & Contg.				2,275.00	3,040.00	1,280.00	7,585.00
				$35,100.00	$33,100.00	$14,080.00	$83,280.00
				$69,200			

NORTH UMPQUA COUNTY ROAD

DIXONVILLE—MUD HOLLOW SECTION

April 21, 1938

Station 240 - 339+00 = 1.88 Miles

ESTIMATE OF COST

Item	Est.	Allow.	Total	Cost	Amount
Clearing & Grubbing			All Req.		300.00
Excavation, Common	39,362	2,638	42,000 C.Y.	0.22	9,240.00
Excavation, Solid Rock	4,044	456	4,500 C.Y.	0.60	2,700.00
Overhaul	48,010	4,990	53,000 Yd. Sta.	.02	1,060.00
Truck Haul	4,458	542	5,000 Yd. Mi.	0.15	750.00
6" Drain Tile	1,620	180	1800 Lin. Ft.	0.60	1,080.00
12" Culvert Pipe	50	10	60 " "	1.50	90.00
18" Culvert Pipe	473	47	520 " "	2.50	1,300.00
Salvage Culvert Pipe	117	13	130 Lin. Ft.	0.90	117.00
Class "A" Concrete	31.3	3.7	35 C. Y.	25.00	875.00
Reinf. Steel	4610	390	5,000 Lbs.	0.06	300.00
Trench Excavation	497	53	550 C.Y.	1.00	550.00
Rock Backfill	255	25	280 C.Y.	2.50	700.00
Finishing Roadbed & Slopes	1.88	-	1.88 Mi.	150.00	282.00
TOTAL GRADING -					$19,327.00
Gravel Topping	8,330	870	9,200 C.Y.	1.35	12,420.00
Crushed Gravel Surfacing	2,430	270	2,700 C.Y.	2.00	5,400.00
TOTAL GRADING & SURFACING					$37,147.00
Oil, Med. Oil Mat	1.88	-	1.88 Mi.	$4500.	8,460.00
TOTAL GRADING, SURFACING & OILING					$45,607.00
Engineering & Contingencies					4,603.00
					$50,210.00

[illegible] UMPQUA COUNTY ROAD

[illegible]

April 21, 193[illegible]

Station 240 - 377+00 - 2.80 Miles

ESTIMATE OF COST

Item	Net	Allow	Total	Cost	Amount
Clearing & Grubbing			All Req.	[illegible]	[illegible]
Excavation, Common	47,588	4,412	52,000 C.Y.	0.22	11,440.00
Excavation, Solid Rock	4,046	428	4,500 C.Y.	0.60	2,700.00
Overhaul	55,550	5,450	61,000 Yd. Sta.	.02	1,220.00
Truck Haul	7,618	682	8,300 Yd. Mi.	.15	1,245.00
8" Drain Tile	5,215	185	5,400 Lin. Ft.	.38	2,052.00
12" Pipe	30	10	40 " "	1.50	60.00
18" Pipe	683	67	750 " "	2.50	1,875.00
30" Pipe	50	5	55 " "	7.50	412.50
Class "A" Conc.	31.3	3.7	35 C.Y.	25.00	875.00
Reinf. Steel	4610	390	5000 Lbs.	0.06	300.00
Trench Excavation	587	63	650 C.Y.	1.00	650.00
Rock Backfill	557	43	600 C.Y.	2.50	1,500.00
Finishing Roadbed & Slopes	2.61	-	2.61 Miles	150.00	391.50
Salvaging Culvert Pipe	172	18	190 Lin. Ft.	0.90	171.00
Total Grading Items					$[illegible]
Gravel Topping (240-300)	10,000	1,000	11,000 C.Y.	1.35	14,850.00
Crushed Gravel Surfacing	2,880	220	3,100 C.Y.	2.00	6,200.00
Total Grading & Surfacing					$[illegible]
G-11, Mod. Oil Mat (240-[illegible])	2.27	-	2.27 Mi.	$4200.00	9,534.00
Total Grading, Surfacing & Oiling					$56,214.00
Engineering & Contingencies					[illegible]
					$61,[illegible]

NORTH UMPQUA COUNTY ROAD

DIXONVILLE—MUD HOLLOW SURVEY

April 21, 1938

Sta. 240 - 438+25 = 3.75 Miles

ESTIMATE OF COST

Item	Est	Allow	Total	Cost	Amount
Clearing & Grubbing			All Req.		800.00
Excavation, Common	67,660	6,340	74,000 C.Y.	0.22	16,280.00
Excavation, Solid Rock	4,044	456	4,500 C.Y.	0.60	2,700.00
Overhaul	68,150	6,850	75,000 Yd. Sta.	0.02	1,500.00
Truck Haul	15,541	1,459	17,000 Yd. Mi.	0.15	2,550.00
8" Drain Tile	3,215	185	3,400 Lin. Ft.	0.60	2,040.00
12" Culvert Pipe	50	10	60 " "	1.00	60.00
18" Culvert Pipe	870	80	950 " "	2.50	2,375.00
36" Culvert Pipe	50	5	55 " "	7.50	412.50
Salvage culvert pipe	172	28	200 " "	0.90	180.00
Class "A" Concrete	21.3	3.7	25 C.Y.	35.00	875.00
Reinforcing Steel	4,610	390	5,000 lbs.	0.06	300.00
Trench Excavation	888	112	1,000 C.Y.	1.00	1,000.00
Rock Backfill	557	43	600 C.Y.	2.50	1,500.00
Finishing Roadbed & Slopes	3.75	-	3.75 Mi.	150.00	562.50
TOTAL GRADING & [illegible]					$33,135.00
Gravel Topping (240 - 410)	14,160	1,440	15,600 C.Y.	1.35	21,060.00
Crushed Gravel Surfacing	4,088	412	4,500 C.Y.	2.00	9,000.00
TOTAL GRADING & SURFACING					$63,195.00
O-ll, Med. Oil Mat	3.20	-	3.20 Miles	$4000.00	12,800.00
TOTAL GRADING, SURFACING & OILING					$75,995.00
Engineering & Contingencies					7,595.00
					$83,590.00

7

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

5-31-38 5-23-3-E

The County of Douglas (municipality or political subdivision), State of Oregon, hereinafter referred to as the County, and the Oregon State Highway Commission (State highway organization), hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 2.2 miles of the secondary or feeder (municipal, or secondary or feeder) highway from a point 4.54 miles east of Roseburg to a point 6.74 miles east of Roseburg, known as North Umpqua County Road (local name of street or road), and to be designated as Oregon (State) project No. FAS 14-A, and will recommend its approval by the Secretary of Agriculture for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County (municipality or political subdivision) shall provide for its proper maintenance after completion of its improvement.

2. That the said County (municipality or political subdivision) hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Agriculture, and agrees that if such project is approved and constructed by the Highway Department and the Secretary of Agriculture it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County (municipality or political subdivision) agrees to procure at its sole cost and make available before a contract is awarded for said project, a right of way having a width of at least 80 feet throughout, and further agrees to procure and make available such ad-

(1938)

ditional width or widths of right of way as may be required for cut and/or fill slopes.

4. That the said County (municipality or political subdivision) hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County (municipality or political subdivision) on the 31 day of May, 1938, and the Highway Department on the 2nd day of June, 1938.

County of Douglas
(Municipality or political subdivision)

Attest: Roy Pace
County Clerk

By
County Judge

By
County Commissioner

By H. B. Roadman
County Commissioner

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest: H B Glaisyer
Secretary

By Henry F. Cabell
As Chairman

By E B Aldrich
As Commissioner

By F L TouVelle
As Commissioner

Note: Any official signing for and on behalf of a municipality or political subdivision should attach an original or authenticated copy of order, resolution, ordinance, or charter provision, or a citation to statute, under the authority of which this agreement is executed. Each agreement should be executed in duplicate and a certified copy should be furnished for the Bureau of Public Roads.

RESOLUTION

5-23-3-c

WHEREAS, a County Road in Douglas County, State of Oregon, known as the North Umpqua County Road, is routed through the County of Douglas, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Douglas County, the section adopted for improvement being more particularly described as follows; to wit:

From a point 4.54 miles east of Roseburg to a point 6.74 miles east of Roseburg

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said county road until and unless the said County of Douglas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Douglas County, Oregon, that no encroachments will be permitted on the county road, known as the North Umpqua County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said

county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Douglas County, Oregon, this 31 day of May, 1938.

Attest: Roy Agee
County Clerk

By Huron W. Clough
County Judge

By
County Commissioner

By H. R. Boatman
County Commissioner

- - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the County Court of Douglas County, Oregon, on the 31 day of May, 1938, at the regular or special meeting of said County Court.

Dated this 31 day of May, 1938.

Roy Agee
County Clerk

110 - 6

ROSEBURG-ROCK CREEK

210-2815

Charges to November 30, 1937

Acct. No.	Description	Amount
1	Salaries & Wages (All Payroll Charges)	$12,585.60
2	Meals & Lodging	.50
4	Auto Operation - Gas, Oil, Grease	187.31
5	Auto Operation - Rental, Repairs, Storage	359.94
6	Materials and Supplies	175.08
7	Equipment	94.03
9	Postage	9.27
11	Light, Heat, Power	39.81
12	Office Rent	24.25
14	Blueprints and Photography	29.00
16	Industrial Insurance	142.75
	Total	$13,647.57
	¼ or 25%	$3,411.89
	Advance Payment Received from Imp. District	$3,000.00
	Advance Payment Received from County	$2,000.00

26-4205 Sandy Blvd. (12th Ave.-44th Ave.)Sec
Columbia River Highway, Portland
1948

#2325

1101 S.J

Files

RECEIVED
FEB 10 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

26-4205

February 10, 1947

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	1066	2825	3-Final	Porter W. Yett	1,298.09	303039	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

We have received your notice of acceptance on this contract.

aaw

NOTED ON CARD
2-10-47 gl

ACCOUNTING DIVISION

By ________
Bookkeeping Dept.

Approved ________
Secretary

RECEIVED
JAN 25 1947
FOR FILING

[illegible]

January 24, 1947

Continental Casualty Co.
Tate,Westenfelder & Berg,Inc., Agent
Wilcox Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2825 for work on the Sandy Boulevard (12th Ave.-44th Ave.) Section of the Columbia River Highway, in Multnomah County, has been completed by the contractor, Porter W. Yett, and that revised final payment in the amount of $1,298.09 will be made immediately,as we have your consent to this payment under date of November 15, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total revised contract amount is $31,760.54, and that no force account work was performed therein. This contract was completed on October 9, 1946 and accepted by the Commission on October 29, 1946, as advised in our previous letter mentioned above.

This revised notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

1-24-47 gl

RECEIVED
NOV 13 1946
FOR FILING

26-4265

November 13, 1946

Continental Casualty Company,
Tate,Westenfelder & Berg,Inc., Agents
Wilcox Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2825 for work on the Sandy Boulevard (12th Ave.-44th Ave.) Section of the Columbia River Highway, in Multnomah County, has been completed by the contractor, Porter W. Yett, and that final payment in the amount of $942.14 will be made on or after November 23, 1946.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $31,404.59 and that no force account work was performed therein. This contract was completed on October 9,1946 and accepted by the Commission on October 29, 1946.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
11-13-46, gl

H. B. Glaisyer
Secretary

gl

RECEIVED
NOV 7 1946
FOR FILING

26-#205

November 6, 1946

Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 29, 1946, granted you the extension of time requested, from September 30, 1946 to October 9, 1946, without penalty, in connection with contract No. 2821 for pavement resurfacing in Sandy Boulevard (12th Ave.-44th Ave.) Section on the Columbia River Highway in Multnomah County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:jf

cc - W. C. Williams

RECEIVED
OCT 26 1946
FOR FILING

26-4265

October 25, 1946

Continental Casualty Company,
Tate, Westenfelder & Berg, Inc., Agents
Wilcox Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Porter W. Yett, on contract No. 2825, covering pavement resurfacing on the Sandy Boulevard Section (12th Ave.-44th Ave.), in Multnomah County. This payment, in the amount of $7,568.25, will be made on or after November 4, 1946. The retained percentage is $942.14.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
10-25-46 gl

Form E-1—5M—7-46

26-4205

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 19, 1946, 19

Section Sandy Blvd. (12th. to 44th.)
Kind of work Pavement resurfacing
Highway Columbia River
Section prefix 26-4205
Contractor Porter W. Yett
Contract number 2825
Date of contract August 6, 1946, 19
Date of completion October 9, 1946, 19
Date work started August 25, 1946, 19
Estimated date of completion , 19
Amount of contract $34,735.00
Per cent of time elapsed 125 %
Estimated cost of completed project, exclusive of engineering $ 32,104.59
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, $ 1580.00, 74.3 %
Date project was completed October 9, 1946, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final Estimate was completed and transimitted to Division Engineer this week.

NOTED
H. G. SMITH

RECEIVED
OCT 1946
CONST

NOTED
E. A. PEASE

Signed L. J. Barber

Address P. O. Box 4644 Portland 2, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					1.96
Miles partially completed					
Miles completed					1.96
Total estimated quantities					3800
Estimated quantities moved or placed to date					3634
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
SEP 4 1946
FOR FILING

26-4205

26-4205

August 28, 1946

Mr. Ben S. Morrow
City Engineer
Portland 4, Oregon

Dear Sir:

A light resurfacing project on Sandy Boulevard between 12th and 44th Avenue Northeast has been awarded. This will require the raising of approximately 44 water valve monuments.

Will you kindly raise these monuments and bill the State for the work involved, in accordance with past procedure for this type of work? You may discuss any details with W. C. Williams, Division Engineer.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: E. C. Smith
W. C. Williams

FORM E-30 25M 3-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 26, 1946

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Approximately 44 water valve monuments are required to be raised to fit the resurfacing on Sandy Boulevard between 12th and 44th Avenue North East. $700.00 has been authorized on the project to cover this work.

Will you please address a letter to City Engineer, Ben S. Morrow, asking that the city raise these monuments and bill the State for the work involved in accordance with past procedures of this type.

Yours very truly,

W. C. WILLIAMS
Division Engineer

WCW:w

RECEIVED
AUG 27 1946
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
AUG 9 1946
FOR FILING

26-4405

August 8, 1946

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Mr. Yett:

The State Highway Commission has awarded you the contracts for pavement resurfacing on the Sandy Boulevard (12th Ave.-44th Ave.) Section of the Columbia River Highway, Portland, Multnomah County, and for widening and paving the West Gresham Section of the Mt. Hood Highway, in Multnomah County. These awards were based on your low bids submitted on August 6.

Contract forms will be sent to you within the next few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ee

26-1157 West Gresham Section
Mt. Hood Highway 1946
#2826

RECEIVED
MAY 23 1947
FOR FILING

26-1157

2826

May 22, 1947

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2826 for work on the West Gresham Section of the Mt.Hood Highway, in Multnomah County, has been completed by the contractor, Porter W. Yett, and that final payment in the amount of $2,294.05 will be made on or after June 1, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $76,467.75, and that no force account work was performed therein. This contract was completed on March 31, 1947 and accepted by the Commission on April 23, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON C

5-22-47 gl

RECEIVED
APR 25 1947
FOR FILING

26-1157

2826

April 25, 1947

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Porter W. Yett, on contract No. 2826, covering the West Gresham Section of the Mt. Hood Highway, in Multnomah County. This payment, in the amount of $18,056.66, will be made on or after May 3, 1947. The retained percentage is $2,294.03.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

4-25-47 gl

Form E-1—5M—7-46

26-1157

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 12, 1947

Section West Gresham

Kind of work Pavement Widening

Highway Mt Hood

Section prefix 26-1157

Contractor Porter W. Yett

Contract number 2826

Date of contract Aug 6, 1946

Date of completion Oct 15, 1946

Date work started Aug. 21, 1946

Estimated date of completion April 1st, 1947

Amount of contract $78,977.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $76,432.71

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $, %

Date project was completed April 1st, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men worked on the final records and computations this week, completing same

NOTED I. G. SMITH

NOTED H. W. LIBBY

APR 14 1947

NOTED E. A. [illegible]

NOTED RAY WEBBER

Signed Carl Atkinson

Address Troutdale, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.79	.79			81
Miles partially completed					
Miles completed	.79	.79			.81
Total estimated quantities					
Estimated quantities moved or placed to date	2701	4895			401222
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
APR 3 - 1947
FOR FILING

26-1157

2826

April 2, 1947

Mr. Porter W. Yett
6500 N.E. Ainsworth St.
Portland 13
Oregon

Dear Sir:

The State Highway Commission, at its meeting on March 25, 1947, had under discussion your request for an extension of time of 88 days, from February 1 to June 1, 1947, within which to complete your contract, No. 2826, for the West Gresham Section of the Mt. Hood Highway in Multnomah County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: W. C. Williams

RECEIVED
NOV 7 1946
FOR FILING

32-1157

2826

November 6, 1946

Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 29, 1946, granted you the extension of time requested, from October 15, 1946 to February 1, 1947, without penalty, in connection with contract No. 2826, for pavement widening in the E. Gresham Section on the Mt. Hood Highway in Multnomah County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:jf

cc - W. C. Williams

RECEIVED
AUG 10 1946
FOR FILING

26-1157

2826

August 9, 1946

Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

We are sending you today by express four copies of each of the following State Highway Contracts which were awarded to you by the State Highway Commission on August 6, 1946:

Contract No. 2825, covering pavement resurfacing on the Sandy Boulevard (12th Ave.-44th Ave.) Section of the Columbia River Highway in Multnomah County.

✓ Contract No. 2826, covering pavement widening of the West Gresham Section of the Mt. Hood Highway in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

dm

Recorded

109-1018 Alfalfa Market Road Sec. 1946
Powell Butte Second & Alfalfa Co.Rd.

#2521

Sm

RECEIVED
NOV 23 1946
FOR FILING

Files

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

109-1018

Nov. 22, 1946

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	16306	2827	3 Final	Babler Bros.	750.00	298282	ok, gl
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

We have your notice of acceptance on this contract.

saw

NOTED ON CARD
11-23-46, gl

ACCOUNTING DIVISION

By ________
Bookkeeping Dept.

Approved ________
Secretary

RECEIVED
NOV 13 1946
FOR FILING

109-1018

November 13, 1946

General Casualty Company,
Dooly & Co., Agents
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2827 for work on the Alfalfa Market Road Oiling Project on the Powell Butte Secondary and Alfalfa County Road, in Deschutes County, has been completed by the contractor, Babler Bros., and that final payment in the amount of $750. will be made on or after November 25, 1946.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $24,713.18 and that no force account work was performed therein. This contract was completed on August 29,1946 and accepted by the Commission on September 23, 1946.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
11-13-46 jl

H. B. Glaisyer
Secretary

gl

RECEIVED
NOV 4 1946
FOR FILING

189-1018

November 1, 1946

General Casualty Company
Dooly & Co., Agent,
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Bahler Bros., 4617 S. E. Milwaukie Avenue, Portland 2, Oregon, on contract No. 2827, covering oiling project on the Alfalfa Market Road, in Deschutes County. This payment, in the amount of $1,206.08, will be made on or after November 11, 1946. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

HBG:jf

NOTED ON CARD
11-1-46 gr

Form E-1—5M—7-46

109-1018

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 26, 1946

Section Alfalfa Market Road Oiling Project

Kind of work Oiling

Highway Powell Butte Sec. & Alfalfa Co. Road

Section prefix 109-1018

Contractor Babler Bros.

Contract number 2927

Date of contract August 7, 1946

Date of completion September 15, 1946

Date work started August 12, 1946

~~Estimated~~ date of completion August 29, 1946

Amount of contract $23885.

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering Semi-final $24713.18

Per cent of contract completed, based on total contract price %

Engineering cost to date, $570., 2.31%

Date project was completed August 29, 1946

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Upon receipt of the certified asphalt invoices the semi-final estimate of this project was completed and submitted to the Bend Division office on October 22, 1946.

FINAL REPORT

NOTED
H. G. SMITH

RECEIVED
OCT 2[illegible] 1946
OFFICE OF
[illegible] ENGINEER

NOTED
E. A. PEASE

Signed

Address 1290 Wall St. Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				10.4	
Miles partially completed					
Miles completed				10.4	
Total estimated quantities				3628 gravel & agg. 470 tons oil	
Estimated quantities moved or placed to date		Semi-final		3610 gravel & agg. 461.99 tons asph.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
SEP 6 1946
FOR FILING

107-1018

Sep. 5, 1946

Babler Bros.
4617 S.E.Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No.2827 which was awarded to you on August 7, 1946, by the State Highway Commission covering oiling on the Alfalfa Market Road Oiling Project on the Powell Butte Secondary and Alfalfa County Road Highway. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Received

RECEIVED
AUG 9 1946
FOR FILING

109-1018

August 8, 1946

Babler Bros.
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

The State Highway Commission has awarded you the contract for oiling the Alfalfa Market Road Section of the Powell Butte Secondary Highway and Alfalfa County Road in Deschutes County. This award was based on your low bid submitted on August 7.

Contract forms will be sent to you within the next few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

se

22-1119 Hogg Rock Section.
Santiam Highway 1946

#2328

R.H. Boldock

RECEIVED
JAN 11 1947
FOR FILING

January 7th, 1947

FINAL COST ANALYSIS

Contract #2828
Hogg Rock Section

Prefix 22-1119
Santiam Highway

Slide Correction
Loyd Calkins, Contractor
A. A. Fossen, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Salvaging Wire Fence	All Specified				$262.79	$295.00
General Excavation, Unclass.	89,314.2	Cu. Yd.	$0.31	$0.48	27,344.59	42,870.82
					$27,607.38	$43,165.82

Gross Revenue	$43,165.82
Total Cost	27,607.38
Net Profit	$15,558.44

Net Profit Equals 36.0% of Gross Revenue

Detail of Cost

Labor:

Supervision (Loyd Calkins 2½Mos. at $400.00)	$1,000.00	
Labor	8,337.60	
State Industrial Accident Insurance	375.19	
Social Security	83.38	
Unemployment Insurance	250.13	
		$10,046.30

Equipment Rental & Miscellaneous Expense:

Equipment Rental	$2,516.00	
Equipment Rental (Rented Fully Operated)	6,528.00	
Hired Trucks (Including Operators)	4,320.00	
Gas, Oil & Grease	976.34	
Explosives	628.21	
Misc. Supplies & Small Tools	117.00	
Move In, Freight & Cartage	1,250.00	
Bond	362.21	
Office & General Overhead	863.32	
		17,561.08

Total Cost $27,607.38

Hogg Rock Section

Breakdown of Excavation Cost

	Cost	Quantity	Unit Cost
Drill & Shoot	$888.81	89,314.2 Cu. Yd.	$0.01
Sloping & Dozing Material to Shovel	5,310.00	" " "	0.06
Loading	5,936.57	" " "	0.07
Hauling	6,983.58	" " "	0.08
Handle on Fill	1,701.06	" " "	0.02
Flagmen, Move In, Supervision, Bond & Overhead	6,524.57	" " "	0.07
	$27,344.59	89,314.2 Cu. Yd.	$0.31

About 4,000 cu. yd. required shooting. Cats and dozers used on slopes were rented on fully operated basis. Loading was done with 3/4-yard shovels at an average of 111 cu. yd. per hour overall time. No pitmen used. Hauling distance was within 300 feet.

Hogg Rock Section

Remarks:

This contract, which required excavation for slide correction on a 0.14-mile section of the Santiam Highway, was bid and awarded on August 7th, 1946. The contractor started the work on August 19th, and completed on October 29th, 1946.

The excavation consisted of widening the inside shoulder of the existing roadbed by 42 feet on a steep slope. The material was mostly loose dirt and talus which was easily loaded with 3/4-yard shovels. The contractor used his own Lima 3/4-yard shovel and in addition hired a 22-B Bucyrus shovel for a week. Cats and dozers worked the slope down by benching and pusing the material down to the shovel. About 4,000 yards of the material was in a point of solid rock which was easily shot by using small coyote holes and broke suitably for loading. Excavation required 804 hours of shovel time at an average of 111 cu. yds. per hour. Hauling was done with three 5-yard light trucks.

The contractor made an excellent profit on the work due to good management and equipment, rapid and consistent progress and to the small amount of solid rock encountered in the excavation. A single 12-hour shift was worked 6 days per week.

E. H. Clymer
Cost analyst

By

V. R. Jones

RECEIVED
DEC 13 1946
FOR FILING

22-1119

December 12, 1946

United States Fidelity and Guaranty Co.,
Mr. B. Roberts, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

You are hereby notified that State Highway contract No. 2828 for work on the Hogg Rock Section of the Santiam Highway, in Linn County, has been completed by the contractor, Loyd Calkins, and that final payment in the amount of $1,294.97 will be made on or after December 23, 1946.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $43,165.82, and that no force account work was performed therein. This contract was completed on October 29 and accepted by the Commission on November 25, 1946.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
12-12-46 gl

RECEIVED
DEC 5 1946
FOR FILING

22-1119

UNITED STATES FIDELITY AND GUARANTY COMPANY
Portland Office
1112 Cascade Building
520 S. W. Sixth Avenue, Portland 4, Oregon

Telephone: Atwater 8511

W. TALBOT SINCLAIR
Manager

December 3, 1946

File
COPY
2828

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: 58790-12-492-46 - Loyd Calkins - Slide Correction
on Hogg Rock Sect. of Santiam Highway in Linn County
Contract No. 2828

Dear Mr. Glaisyer:

This will acknowledge your letter of November 29th.

We as Surety consent to your making the semi-final payment on the captioned contract in the amount of $4,397.98, since you have not been advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of this work remaining unpaid.

If we understand your letter correctly it is our belief that the retained percentage amounting to $1294.97 will not be paid until a later date. Our reason for making this reference is because we billed Mr. Calkins for $36.22 as the premium on this bond in error and later found our mistake and then billed him for an additional premium of $325.99. To date he has not paid the additional premium and we might hold the retained percentage as an ace in the hole.

Your kind advices will be appreciated. A stamped return envelope is enclosed for your convenience.

Very truly yours,

W. TALBOT SINCLAIR, MANAGER

COPY

By /s/ Elwyn A. Wride
Elwyn A. Wride, Supt.,
Fidelity and Surety Depts.

EAW:1
Enc.

RECEIVED
DEC 3 1946
FOR FILING

22-1119

2828

November 29, 1946

United States Fidelity and Guaranty Co.,
B. Roberts, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Loyd Calkins, on contract No. 2828, covering slide correction on the Hogg Rock Section of the Santiam Highway, in Linn County. This payment, in the amount of $4,507.98, will be made on or after December 9, 1946. The retained percentage is $1,294.97.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD

11-29-46, gl

Form E-1—5M—7-46

22-1119

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 23, 1946

Section Hogg Rock

Kind of work Slide Correction

Highway Santiam

Section prefix 22-1119

Contractor Loyd Calkins

Contract number 2828

Date of contract August 7, 1946

Date of completion November 30, 1946

Date work started August 19, 1946

Estimated date of completion Completed, 19

Amount of contract $48295.

Per cent of time elapsed 116 87 75.0 %

Estimated cost of completed project, exclusive of engineering Semi-final computations $43165.82

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1500., 3.5 %

Date project was completed October 29, 1946

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Remeasure completed on November 15 and the semi-final estimate was submitted to the Bend Division office on Friday November 22, 1946.

NOTED
RAY WEBBER

FINAL REPORT

NOTED
H. G. SMITH

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E. A. [illegible]

Signed

Address 1290 Wall St. Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
	SLIDE CORRECTION				
Miles in project	.142				
Miles partially completed					
Miles completed	.142				
Total estimated quantities	100000				
Estimated quantities moved or placed to date	89314.2	(semi-final computations)			
Average daily quantities	1717.6	52 days operation			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
DEC 5 1946
FOR FILING

22-1119

2828

November 5, 1946

U. S. Fidelity & Guaranty Company
112 Cascade Building
520 S. W. Sixth Avenue
Portland 4, Oregon

Attention: Mr. Elwyn Wride, Superintendent

Gentlemen:

Further reference is made to our contract, No. 2828, Loyd Calkins, covering slide correction on the Hogg Rock Section of the Santiam Highway in Linn County, your file 58790-12492-46.

You are correct in your belief as stated in your letter of the third, that the semi-final estimate in the amount of $4397.98, is ready for payment on or after December 9, 1946, unless some restriction is entered prior to that time. Still held, however, will be the $1294.97, retained percentage item, which amount will be held until the contract has been accepted. by the State Highway Commission.

For your information a voucher in the amount of $5023.37 representing payment of estimate No. 3 in connection with this contract, was mailed to Mr. Calkins yesterday.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

RE:md

NOTED ON CARD
12-5-46 gl
original letter filed in contract

Jm

RECEIVED
SEP 25 1946
FOR FILING

33-1117

Sep. 25, 1946

Mr. Loyd Calkins
Oceanlake
Oregon

Dear Sir:

We are sending you today, by express, a fully executed copy of contract No. 2828 which was awarded to you on August 7, 1946 by the State Highway Commission, covering slide correction on the Hogg Rock Section of the Santiam Highway, in Linn County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

29-1037 McNamar's Camp-Washburn Section
Wilson River Highway 1946

#2829

RECEIVED
DEC 3 1947
FOR FILING

47-1037

December 3, 1947

United States Fidelity and Guaranty Co.
Baltimore 3, Md.

Gentlemen:

You are hereby notified that State Highway Contract No. 2829 for work on McNamara Camp-Washburn Section of the Wilson River Highway, in Tillamook and Washington Counties, has been completed by the contractor, Warren Northwest, Inc., and that final payment in the amount of $7,341.11 will be made on or after December 13, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $225,085.25, of which amount $2,788.32 represents the amount of force account items. This contract was completed on July 28 and accepted by the Commission on August 26, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

NOTED ON CARD

12-3-47 gl

RECEIVED
[illegible]
FOR FILING

29-1037

2829

2829

W

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 13, 1947

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 6th, concerning a letter dated October 31st from Mr. Wininger of Warren Northwest, Inc., concerning the price to be used in the haul adjustment on stockpile materials furnished on McNamars Camp-Washburn Project. Price Agreement as per your letter was made up and sent to Mr. H. G. Smith on November 10th.

Yours very truly,

[illegible]
W. C. WILLIAMS

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w

RECEIVED
NOV 14 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

29-1037

November 4, 1947

United States Fidelity and Guaranty Co.
Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc. on contract No. 2829, covering paving on the McNamara Camp-Washburn Section of the Wilson River Highway, in Tillamook and Washington Counties. This payment, in the amount of $12,612.26, will be made on or after November 14, 1947. The retained percentage is $6,734.35.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

11-4-47 gl

Form E-1—8M—4-47

29-1037

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 10th, 1947

Section McNamara Camp - Washburn

Kind of work Paving

Highway Wilson River

Section prefix 29-1037

Contractor Warren Northwest Inc.

Contract number 2829

Date of contract August 7th, 1947

Date of completion July 31st, 1947

Date work started September 20th, 1947

Estimated date of completion July 31st, 1947

Amount of contract $224,540.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $224,540.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $5960.00, 44.2 %

Date project was completed July 28th, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi -Final Estimate and accompanying records will be sent in Wednesday October 15 1947.

This will be the last report on this job.

NOTED
H. G. SMITH

OCT [illegible] 1947

Signed

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	11.38				11.38
Miles partially completed	11.38				11.38
Miles completed	11.38				11.38
Total estimated quantities	8000 CY				26,500 Ton
Estimated quantities moved or placed to date	7490 "				26,031 "
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		
Tuesday	Showers		
Wednesday	Fair		
Thursday	Fair		
Friday	Rain		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED
SEP 30 1947
FOR FILING

29-1037

2829

w

September 29, 1947

United States Fidelity and Guaranty Co.,
Elwyn A. Wride, Agent,
1112 Bedell Building,
Portland 4, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to release to Warren Northwest, Inc. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 2829 for paving on the McNamers Camp-Washburn Section of Wilson River Highway in Tillamook and Washington Counties. This payment, which is in the amount of $14,018.59, reduces the amount of the retained percentage to 3% of the total amount earned by the contractors, or the sum of $6,344.28. The present payment to the contractors will be made on or after October 9, 1947.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is given you because our records show that the United States Fidelity and Guaranty Co., is surety on the bond furnished by the Warren Northwest, Inc., in connection with the above mentioned contract. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

9-29-47, gk

Secretary.

cm.

RECEIVED
AUG 31 1946
FOR FILING

29-1037

Aug. 30, 1946

Warren Northwest, Inc.
P.O.Box 5072
Portland 13,
Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2829 which was awarded to you on August 7, 1946, by the State Highway Commission, covering paving on the McNamara Camp-Washburn Section of the Wilson River Highway in Tillamook and Washington Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

RECEIVED
AUG 31 1946
FOR FILING

29-1137

WARREN NORTHWEST INC.
PORTLAND, OREGON

August 29, 1946

NOTED
State Highway Engineer

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. J. W. DeSousa
Assistant Counsel

Gentlemen:

In reply to your letter of August 26 on the subject of renting buildings at McNamar's Camp, we still feel that the rate of $65.00 a month which you propose is rather high in comparison to the valuation of the buildings. However, inasmuch as there is not a great deal of money involved, we will agree to rent these buildings at the rate of $65.00 a month starting September 1, 1946.

COPY

Very truly yours

WARREN NORTHWEST INC.

J. R. Wininger
President

JRW:DB
CC: Mr. R. H. Baldock

RECEIVED
AUG 30 1946
OREGON
STATE HIGHWAY COMMISSION

[illegible]

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
AUG 27 1946
FOR FILING

August 26, 1946

29-1037

R 10068

NOTED
State Highway Engineer

Warren Northwest Inc.
Post Office Box 5072
Portland 13, Oregon

Attention: Mr. J. R. Wininger

Gentlemen:

Receipt is acknowledged of your letter of the twenty-second with reference to rental on buildings at McNamer's Camp. I was away from the office all of last week, which has prevented an earlier reply.

At one time we had these buildings rented at the rate of $65.00 a month, based upon long-term occupancy. I had the impression that you would want the buildings for only a few months and that on that basis they should be worth $100.00 per month.

We would very much like to dispose of the buildings, and, in fact, would have disposed of them if it had not been for the fact that they will be of convenience to you in your construction work. Under those circumstances and in view of the period of proposed occupancy, I think it would be fair if you paid the same rate as the prior tenants—that is, $65.00 per month.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:AW
cc Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. E. [illegible]. Collier

RECEIVED
AUG 27 1946
FOR FILING

August 22, 1946

NOTED
State Highway Engineer

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. J. M. DeSouza
Assistant Counsel

Gentlemen:

In reply to your letter of August 12, regarding rental of State buildings at [illegible]'s Camp, we feel that the rate of $100 per month is too high inasmuch as we will require the buildings over a period of approximately 12 months, during which time they will be occupied only about 5 months because during the winter months we will not operate and, therefore, will not have anyone staying in the buildings. However, it will be necessary for us to retain control over the buildings during this time so that we can again use them during our early spring and summer operations.

We, therefore, feel that a rate of $300 for a one year lease on these buildings would be more in line in relation to their overall value. We do not think that the Highway Department would realize more than $400 to $500 on the sale of these buildings at this time. I am also sure that the buildings will be in better condition after we overhaul and use them than they are now and could be sold next year for the same price that they would bring at this time.

We would appreciate, therefore, your reconsidering the rental rates as mentioned above and would appreciate a favorable reply.

Very truly yours

WARREN NORTHWEST, INC.

JRWininger

J. R. Wininger
President

JRW:DB
CC: Mr. R. H. Baldock
Mr. E. C. Smith
Mr. W. W. Stiffler
Mr. J. H. Scott
Mr. Dave Eason

NOTED
H. B. GLAISYER

RECEIVED
AUG 2 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 9 1946
FOR FILING

29-1027

August 8, 1946

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission has awarded you the contract for pavement resurfacing on the McNamar's Camp-Washburn Section of the Wilson River Highway, in Tillamook and Washington Counties. This award was based on your low bid of $224,540 submitted on August 7.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

FORM [illegible]

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
AUG 14 1946
FOR FILING

29-1037

August 12, 1946

Cross Referenced In
Adm
Sale Property
Lease & Rental

R 10068

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

On August 7 at the Highway Commission meeting inquiry was made of me regarding the sale or renting of the buildings at McNamer's Camp.

If the buildings were to be sold it would have to be upon the basis of competitive bidding in order to conform to the standard practice of the State Highway Commission, and Warren Northwest, Inc., might not be the high bidder. I have discussed the renting of the buildings with Mr. Baldock, and he advises that there is no present need by the department for the use of the structures and it would be satisfactory to rent them to you during the period of construction of the Wilson River project, upon which you were the low bidder.

It would appear that the sum of $100.00 per month would be a reasonable rental to be paid during the period of occupancy by you. In fixing this price, however, it is not to be expected that the State Highway Commission will make any repairs on the existing structures but that after the period of occupancy by you the buildings will be turned back in as good condition as now exists, reasonable wear and tear excepted.

In case the proposed arrangement is satisfactory to you, please advise.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

NOTED
State Highway Engineer

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. W. W. Stiffler
Mr. J. N. Scott

26-4206 Oneonta Borrow Pit Sec. on the
Columbia River Hwy. 1946

#2820

RECEIVED
MA. 1
FOR FILING

26-4206.

Files

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 13, 1948

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	5003	2830	11-Final	Berke Bros.	6,873.22	327178	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

I have been holding this warrant at the request of Mr. Probert on account of a claim against Berke Bros. by some railroad company. He released it today by calling me over the phone.

The job has been accepted.

aaw

ACCOUNTING DIVISION

By ______
Bookkeeping Dept.

Approved ______
Secretary

RECEIVED
FOR FILING

FORM 3010
2-47-2M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

S. MURRAY,
RESIDENT ENGINEER

551 PITTOCK BLOCK
PORTLAND 5, OREGON

26-4206

#2130

May 7, 1948

582

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

REFERRED TO
Mr. Probert
By
State Highway [illegible]

(CC - Mr. L. A. Collins - Portland
Mr. R. F. Shields - Portland
Mr. A. McAllister - Albina)

Dear Sir:

Your letter April 7, 1948 in regard to final payment to Berke Bros. on their contract for work on Oneonta slide.

Our auditor advises that bill against Berke Bros. covering damage to underpass structure was paid on January 5, 1948 and we know of no reason why final payment cannot now be made to them.

Yours truly,

S. MURRAY.

Warrant Mailed to
Berke Bros. May 13th

RECEIVED
MAY 10 1948
OREGON
STATE HIGHWAY COMMISSION

FORM 3010

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

S. MURRAY,
RESIDENT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

May 4, 1948

582

REFERRED TO
Probert
By Asst. Chief Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. W. C. Williams
Assistant State Highway Engineer

Dear Sir:

Referring to your recent verbal inquiry concerning any outstanding bills against Berke Bros.

This matter has been taken up with our Auditor, and I trust definite information will be received shortly.

Yours truly,

S. MURRAY,

RECEIVED
MAY 5 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 14 1948
FOR FILING

26-4306

April 12, 1948

Great American Indemnity Co.
1 Liberty St.
New York 5, N. Y.

Gentlemen:

This to advise you that State Highway Contract No. 2830 for force account work on the Oneonta Borrow Pit Project on the Columbia River Highway, in Multnomah County, has been completed by the contractor, Berke Bros., and that final payment in the amount of $6,873.22 will be made on or after April 22, 1948.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $137,464.45. This contract was completed on May 3 and accepted by the Commission on June 17, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: Harvey Wells-Reed Insurance Agency
Failing Bldg.
Portland 4, Oregon

NOTED ON CARD
4-8-48

RECEIVED
APR 8 1948
FOR FILING

[illegible]

#2830

April 7, 1948

Mr. Sam Murray, Resident Engineer
Union Pacific Railroad
Pittock Block
Portland, Oregon

Dear Sir:

We have been withholding final payment to Berke Bros. on their contract for work on the Oneonta Slide pending settlement of your company's claim against Berke Bros. for damage to the underpass structure through which materials from the slide were hauled.

Your consent to our now releasing this final payment to Berke Bros. will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
APR 8 1948
FOR FILING

21-[illegible]

April 7, 1948

Berke Bros.
General Contractors
7923 Northeast Halsey St.
Portland, Oregon

Gentlemen:

Final payment to you on your contract for work on the Oneonta Slide has been withheld pending receipt of release from the Union Pacific Railroad Company in connection with that company's claim for damage to an undercrossing structure as a result of your hauling operations.

We are asking the railroad company to issue the desired release and in the meantime are having final voucher for payment to you prepared and forwarded for execution.

We hope to be able to clear this final payment to you very soon.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

ASSIGNMENT

No. 432
WCW

DESCRIPTION: Let. 3/24/48 from Berke Bros. re retainage on Contract 2830 at Oneonta Slide.

DATE: 3/26/48 ASSIGNED TO: PROBERT

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☒ Please prepare reply for my signature
☐ Assignment executed Date ____________

☐ ______________________________

REPORT RECEIVED: 4-7-48-dz

REMARKS:

7922 NORTHEAST HALSEY STREET

BERKE BROTHERS

GENERAL CONTRACTORS

PORTLAND, OREGON

March 24, 1948

Mr. W. C. Williams
Assistant Engineer
Salem, Oregon.

Dear Sir:

Our records show that we have not as yet received the retaingge on Job #2830 at Oneonta Slide.

We completed work on the job May 5, 1947 which has been nearly ten (10) months now and we would appreciate hearing if there is any claim which might be holding up payment, thanking you very kindly we remain,

Yours very truly,
Berke Bros.
By Vernon C. Akins
Bookkeeper.

June 13 Last Payment.

RECEIVED
MAR 26 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 24
FOR FILING

26-4326

June 24, 1947

Berko Bros.
7923 N. E. Halsey
Portland 16
Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 16, 1947, had under discussion your request for an extension of time of 161 days, from January 30 to July 1, 1947, within which to complete your contract No. 2830 covering the Oneonta Borrow Pit on the Columbia River Highway in Multnomah County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

I wish also to bring to your attention action taken by the Highway Commission at its meeting on June 16, 1947, with respect to the matter of allowing contractors extensions of time for completion of their work. You will recall that during the wartime emergency when there was a shortage of labor and materials the Commission was very lenient and granted all requests for extensions of time, without penalty. The Commission considers that the conditions which prompted such action no longer exist and in view thereof decided to penalize contractors for failure to complete their projects within the specified time limit, unless there is some special reason why the work could not be completed within such period. I do not know just what penalty will be imposed, but mention the action of the Commission so that you will be informed and can take such action as may be necessary to avoid it.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: W. C. Williams

RECEIVED
JUN 9 1947
FOR FILING

26-4206

June 7, 1947

Harvey Wells-Reed Insurance Agency
412 Failing Building
Portland 4, Oregon

Attention: N. Barron, Bond Department

Gentlemen:

In reply to your letter of May 29 regarding Berke Brothers Contract No. 2830 we find that this job was reported as completed May 3, 1947. It has not, as yet, been formally accepted.

The contractor has been paid $129,146.27. We have retained $6,997.17. The total amount earned by the contractor to May 21, 1947 is $135,146.27. The difference between this total amount and the amount mentioned in your letter of approximately $137,442.00 is for anticipated possible costs, primarily additional insurance premiums.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dr

cc - Mr. S. H. Probert
Attn: Mr. Parks

Great American Indemnity Company
New York

Harvey Wells-Fred C. Reed ● General Agents

412 FAILING BUILDING - ATwater 7305 - PORTLAND 4, OREGON

May 29, 1947

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Berke Bros.-Contractor
Contract #2830
Oneonta Slide Area
Bond #238887

Under date of May 8, 1947 we sent to you status inquiry which you returned with the statements that the work had been completed and accepted as of May 3, 1947. Also, that the final apyment would be approximately $137,442.00 and that this contract is on a force account basis and final payment is contingent upon receipt of final bills.

We have now been advised by the contractor that the total contract price was $129,195.59. Would it be possible for you to advise us the actual total contract price, and wherein the discrepancy lies?

Thank you.

Yours very truly,

HARVEY WELLS-REED INSURANCE AGENCY

M Barrow

Bond Department

MB/s

RECEIVED
JUN 2 1947
OREGON
STATE HIGHWAY COMMISSION

Contract #2830 Beebe Bros, Crescenta Slide Area.
This job was reported Completed May 3, 1947.
It has not been accepted and I did not so report.
Contractor has been paid cash money — $129,146.27
We have retained 6,797.17
Total earned by contractor to 5/21/47 135,146.27
The additional allowance is for anticipated possible
costs — principally — additional insurance premiums.

ex yellow cc to Parks

Form E-1—5M—7-46

26-4206

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 10, 1947

Section Oneonta- Borrow Pit

Kind of work Flattening Side Slopes

Highway Columbia River

Section prefix 26-4206

Contractor Berke Bros.

Contract number 2830

Date of contract Aug. 12, 1946

Date of completion Time Extende to July 1, 1947

Date work started Aug. 12, 1946

Estimated date of completion May 10, 1947

Amount of contract $150,000.00

Per cent of time elapsed ------ %

Estimated cost of completed project, exclusive of engineering $137,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 4220.00, 60 %

Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work completed except the repair on the haul road underpass. R.R. Co. is doing this work.

All Bills have been received except the Insurance Statement. Total cost approximate only.

NOTED

NOTED H. W. LIBBY

1 2 1947

Signed Carl A. Peterson

Address Troutdale, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
MAR 6 1947
FOR FILING

26-4206

Salem, Oregon
March 4, 1947

Additional expenditure for Oneonta Borrow Pit Project

Mr. S. H. Probert

Mr. Baldock has asked me to call to your attention the following excerpt from the Commission minutes of February 4, 1947:

> "The Engineer requested authority for an additional expenditure of $30,000 in connection with the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County. He advised that the original force account contract with Berke Bros. provided for the sloping of the west side of the pit, which work can be finished within the amount originally appropriated by the Commission for the work; however, it now appears desirable and necessary to remove a large accumulation of additional material in the approximate center of the pit area, which is estimated to cost $20,000, and to install perforated drain pipes, which is estimated to cost about $10,000, in order to insure complete control of the situation and to safeguard the highway. The Commission by unanimous vote approved the additional expenditure of $30,000 as a safety measure."

Secretary

HBG:ee 3/5

RECEIVED
JAN 30 1947
FOR FILING

#4544

January 29, 1947

Mr. S. Murray, Resident Engineer
Union Pacific Railroad Company
861 Pittock Block
Portland 5, Oregon

Dear Sir:

Reade Brothers have not finished their work on the Oneonta Slide, and Mr. Reed of the Harvey Wells-Reed Insurance Agency is arranging to extend the performance bond. I am advised also that he is requesting an opinion from Mr. Devers preliminary to extending the indemnity bond which Lloyds have.

It is my understanding that, as soon as Mr. Reed gets this information from Mr. Devers, he will arrange for the Lloyds to renew their bond.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. J. M. Devers

RECORD OF ASSIGNMENT

4544

DESCRIPTION: Letter of 1-25 from U.P. Railroad Co., S. Murray, re work being done by Beske Bros. appx. 0.64 mi ea of Multnomah Falls, when it will be completed, etc.

DATE: January 27, 1947 **ASSIGNED TO:** H. G. SMITH

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
X (Please prepare reply for my signature
X (Prepare reply that we will conform & renew insurance.
Take up the matter of insurance renewal with Devers & Glaisyer.

REPORT RECEIVED:

REMARKS: Completed 1-29-47 B.B.

Form 3010
8-41-8M

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

January 25, 1947

582

Mr. R. H. Baldock,
Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Agreement dated August 27, 1946 between the Railroads and Berke Bros. in connection with work being performed for the State by this contractor in grading down and flattening slopes of borrow excavations at approximately 0.64 miles east of Multnomah Falls in Multnomah County, Oregon, required that the contractor furnish us certain insurance. Under extensions dated November 15, 1946, this insurance will expire on February 1, 1947.

Will you please advise me whether or not this work has been completed by Berke Bros. and accepted by the State. If the work has not been finished will you please advise whether it will be completed by February 1st, as if not, it will of course be necessary that we request a further extension of this insurance.

As prompt reply hereto as consistent will be appreciated.

Yours truly,

S. MURRAY.

Recd [illegible]

REFERRED TO
H G Smith
By Chief Engineer

Please prepare reply [illegible]

RECEIVED
JAN 27 1947
OREGON
STATE HIGHWAY COMMISSION

SHIP AND TRAVEL BY RAIL

RECEIVED
MAR 5 1947
FOR FILING

26-4[illegible]6

AGENDA
FEB [illegible] 1947

4a

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27th, 1947

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

L

Dear Sir:

The following additional work is considered necessary on the Oneonta Borrow Pit, and approval should be secured from the Commission:

Remove 25,000 Cu. Yd. at $0.80	$20,000
Install 1,000 Lin. Ft. Perforated Drainage Pipe at $10.00	10,000
	$30,000

The original authorization provided for the sloping of the west side of the pit, which can be finished with the original funds, but it now appears desirable and necessary to remove a large accumulation of material below the rock ledge in the approximate center of the entire pit area, and to install perforated drain pipes in both the east and west slide areas. This proposed work was agreed upon during a recent inspection by the State Highway Engineer, the Construction Engineer and the Maintenance Engineer.

The drainage installation, which will require approximately 1,000 lineal feet of pipe, in addition to entrapment of the water in catch basins, the anchoring of the drainage pipes to the rock bluffs, and backfilling of the same, is estimated to cost $10,000.

Very truly yours,

H. G. Smith
Construction Engineer

REFERRED TO
[illegible] Engineer
agenda

HGS:AR

Attach. copy of agreement with Parker Bros

5+

5

RECEIVED
JAN 28 1947
FOR FILING

26-4206

January 23, 1947

Oneota Underpass
Clearance Frames

Mr. L. A. Collins
Union Pacific Railroad Co.
828 Pittock Block
Portland 5, Oregon

Dear Sir:

Please refer to your letter of 1-16-47.

Mr. L. W. Althof, Division Engineer, Union Pacific Railroad Company, has advised us that your Company prefers to build the clearance frames, and bill the State for the cost thereof, in the same manner as for maintenance of the structure itself.

This plan is satisfactory to us, and you may proceed with the frames. We will pay your bill.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

RHB
EAC:IH
cc: G. H. Probert
H. G. Smith
E. A. Collier
W. C. Williams

FORM E-90 25M 3-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 22, 1947

SUBJECT:

To:

Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith, correspondence from and to L. A. Collins, General Manager, Union Pacific Railroad, Northwestern District, having reference to construction of a clearance frame on either side of the Oneonta Underpass. Inasmuch as the State's contractor did damage the bridge recently, there is a possibility that such an accident might reoccur. Therefore, the request of the railroad is not out of order.

I have discussed this matter with Mr. L. W. Althof, Division Engineer of the Union Pacific, and he advises that they prefer to build the clearances frames, and bill the State for the cost thereof in the same manner as billings are made for maintenance of the Corbett and Oneonta Underpasses. Mr. Althof states he has in mind a simple pair of uprights of possibly 12" x 12" timber with a heavy cross frame, spaced about 20 feet on either side of the undercorssing. Mr. Althof advises that the frame would be constructed out of used timber which they have on hand, and the cost would not be great.

Inasmuch as they are now keeping a watchman at the bridge site, for which the State will have to pay, I suggest that the Union Pacific Company be authorized to construct the clearance frame immediately. If you will address a letter to Mr. L. W. Althof, Division Engineer of the Union Pacific System, Pittock Block, Portland 5, Oregon, advising him that it is agreeable with the State for the railroad company to build the clearance frame, and bill the State for the cost, Mr. Althof will proceed immediately to have the device constructed. The sooner the device is constructed, the sooner the watchman will be withdrawn.

Yours very truly,

W. C. WILLIAMS
Division Engineer

WCW:w
Encl.

NOTED
E. A. COLLIER

RECEIVED
JAN 21 1947
FOR FILING

26-4:[illegible]

#4515

January 20, 1947

Oneonta Slide Project

Mr. L. A. Collins, General Manager
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of January 10th, transmitting copy of letter addressed to our contractor, Burke Bros., concerning damage suffered by your temporary bridge No. 30.35 west of Oneonta.

We are requesting our Division Engineer, W. C. Williams, to contact your Mr. L. W. Althof and to work out with him and Burke Bros. the details involved in the design and installation of the clearance frames which you desire to have placed on the structure.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:NM

cc: E. G. Smith
G. S. Paxson
W. C. Williams

15

RECORD OF ASSIGNMENT

DESCRIPTION: Letter from Union Pacific re damage to bridge by Berke Bros. (Bridge No. 30-35 near Oneonta)

DATE: 1-17-47 **ASSIGNED TO:** Probert

x(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(Please prepare reply for my signature
(______________________________

REPORT RECEIVED: 1-20-47 H.S.

REMARKS:

FORM 2104
9-46-2M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. A. COLLINS,
[redacted] GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

January 10, 1947

Oregon State Highway Commission,
Salem, Oregon.

(CC - Mr. R. F. Shields - Bldg.
Mr. S. Murray - Bldg.
Mr. P. T. McCarthy - Albina)

Gentlemen:

I am enclosing herewith a copy of my letter of this date to Berke Bros. (state highway contractor) concerning damage done by them on December 30, 1946, to Bridge No. 30.35 near Oneonta, Oregon. This bridge is the one referred to in contract of August 18, 1939, between the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and the State, to which you are referred. We think the contractors and their surety and insurers and the State are liable for the damage. The Railroad Companies do not wish any action taken by them in this matter (including their letter to the contractor of which copy is enclosed, or the rendition of any bill or bills to the contractor) to be construed as a waiver in whole or in part of their rights and claims against the State in the premises.

Yours truly,

L. A. COLLINS.

RECEIVED
JAN 16 1947
OREGON
STATE HIGHWAY COMMISSION

FORM 2104
9-46-2M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. A. COLLINS,
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

January 10, 1947

Berke Bros.,
7923 N. E. Halsey,
Portland, Oregon.

(CC - Mr. R. H. Baldock,
Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Great American Indemnity Co.,
c/o Harvey Wells-Reed Insurance Co.,
Failing Building,
Portland, Oregon.

Mr. R. F. Shields - Bldg.
Mr. S. Murray - Bldg.
Mr. P. T. McCarthy - Albina)

Gentlemen:

At 1:00 P.M., December 30, 1946, one of your dump trucks struck the underside of stringers in middle span of temporary bridge No. 30.35 just west of Oneonta, badly damaging No. 2 stringer and knocking bridge slightly out of line. As soon as all charges are in we will bill you for the expense of necessary repairs to the structure.

In order to prevent a recurrence with consequent serious hazard to our train operations, you are requested to construct on each side of this bridge a clearance frame with a minimum vertical and horizontal clearance of 6 inches less than the minimum clearance afforded by the bridge itself. In this connection you are referred to Sections 1, 2 and 8 of agreement between yourselves and the Railroad Companies, dated August 27, 1946. The construction of this frame, however, will not affect our right under the contract to place watchmen at your expense as provided in the contract.

Before commencing construction of the above mentioned frame, will you please contact office of our Division Engineer, Mr. L. W. Althof, BR 7771, Extension 200, with the view of working out details. In the meantime and until the frame is completed, we will station a watchman at this bridge, the expense of such watchman to be borne by you under the agreement mentioned above.

Yours truly,

L. A. COLLINS.

RECEIVED
DEC 4 1946
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

Salem, Oregon
December 3, 1946

SUBJECT: Forfeit of White Bros. Co.
bid bond
Oneonta Borrow Pit Project

To:

Mr. J. M. Devers

The State Highway Commission at its meeting on November 26 unanimously declared forfeit the bid bond furnished by White Bros. Co. in connection with their proposal for the Oneonta Borrow Pit Excavating and Shaping Project, in Multnomah County, which was submitted on May 16, 1946, and authorized you to collect the amount of the bond.

Secretary

HBG:eo 12/4

RECEIVED
NOV 7 1946
FOR FILING

26-4206

Jm

November 6, 1946

Berke Bros.
7923 N. E. Halsey
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 29, 1946, granted you the extension of time requested, from November 30, 1946 to January 30, 1947, without penalty, in connection with contract No. 2830 for excavating, stockpiling in the Oneonta Borrow Pit Project Section on the Columbia River Highway in Multnomah County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]:jf

cc - W. C. Williams

RECEIVED
NOV 8 1946
FOR FILING

26-12206

October 30, 1946

Great American Indemnity Co.
Harvey Wells-Reed Insurance Co., Agents
Failing Building
Portland 4, Oregon

Gentlemen:

On August 9, 1946, the State Highway Commission entered into an agreement with Berke Bros., contractors, for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County, State Highway Contract No. 2830. The Great American Indemnity Co. appears as surety on the bond furnished by Berke Bros. in connection with this job.

It was anticipated when the contract was entered into that the work would be completed by November 30, 1946; however, because of unavoidable interruptions the contractor has not been able to complete the work within the specified time limit. It appears necessary to extend the time limit on this job for a period of two months, from November 30, 1946, to January 30, 1947.

It is the Highway Commission's understanding that such extension of time is agreeable with Berke Bros. We are asking you, as surety on the bond furnished in connection with this job, to consent to such extension of time without prejudice to the bond. I will appreciate a letter from you to that effect.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

RECEIVED
AUG 31 1946
FOR FILING

26-4006

Aug. 30, 1946

Berke Bros.
7923 N.E.Halsey
Portland 16,
Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2830 which was awarded to you on August 9, 1946, by the State Highway Commission, covering excavating and stockpiling on the Oneonta Borrow Pit Project on the Columbia River Highway, in Multnomah County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

S-247(2) Smithfield-Elmira Sec., 1946
Territorial Secon. Hwy.
#2831

RECEIVED
FOR FILING
ALASKA
MONTANA
OREGON S-247 (2)
IDAHO
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

March 8, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed modification of agreement for Oregon Project S-247(2), Smithfield-Elmira Section of the Territorial Highway.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

WA8pr 7145

Oregon Federal Aid Secondary Project No. S-247(2)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 29, 1946, by the Oregon State Highway Commission, and on November 20, 1946, by the Commissioner of Public Roads, the said parties entered into an agreement for the improvement of the highway described therein and designated as Oregon Federal Aid Secondary Project No. S-247(2); and

WHEREAS, the Highway Department has requested the Commissioner to approve a revision of the plans and estimate to provide for a change in the surfacing materials, and by reason thereof has requested that the approved estimate of cost be increased from $101,644.40 to $125,536.40, and that the Federal funds approved and set aside to the credit of the project be increased from $58,960.00 to $70,630.00;

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Commissioner that the plans and estimate be revised in the manner above indicated and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of seventy thousand, six hundred thirty and 00/100 dollars ($70,630.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy thousand, six hundred thirty and 00/100 dollars ($70,630.00), which does not exceed the authorized Federal pro rata share of one hundred twenty-five thousand, five hundred thirty-six and 40/100 dollars ($125,536.40), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures on March 1, 1949.

OREGON STATE HIGHWAY COMMISSION

By ____________________
Chairman, State Highway Commission

By A W Schaupp
Member, State Highway Commission

By Ben R Chandler
Member, State Highway Commission

RECOMMENDED FOR APPROVAL

____
STATE HIGHWAY ENGINEER

Attest

____
SECRETARY

COMMISSIONER OF PUBLIC ROADS

By W H Lynch
Division Engineer
U. S. Public Roads Administration.

Oregon Federal Aid Secondary Project No. S-247(2).

RECEIVED
APR 4 1949
FOR FILING

S-247(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

February 11, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-247(2)
Smithfield-Elmira Sec.
Territorial Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement. If these are found to be satisfactory, they should be signed by the Commission and returned to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
[illegible]

RECEIVED

FOR FILING

S-247 (2)

February 2, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for modification of project agreement for the Smithfield-Elmira Section, Project No. S-247 (2).

The amount of Federal funds setup in the enclosed estimate conforms to the amount requested in the final voucher submitted a few days ago. Also, the funds requested do not exceed the programmed amount as setup in the program approved by your department August 13, 1948.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

Oregon State Highway Department

Federal Aid Secondary Highway
Project No. S-247 (2)

SMITHFIELD-ELMIRA SECTION

OF THE TERRITORIAL HIGHWAY IN LANE COUNTY

(Estimate as basis for modified agreement. Based on contract prices.)

Salem, Oregon, January 21, 1949

Type Code 5231
Roadway (Sta. 105+25 to 399+50)

All Required		Clearing and Grubbing		$ 2,900.00
120	cu. yds.	Trench Excavation, Unclassified	$ 4.00	480.00
250	lin. ft.	12" Concrete Pipe	2.00	500.00
40	lin. ft.	18" Concrete Pipe	3.50	140.00
40	lin. ft.	30" Concrete Pipe	7.50	300.00
210	lin. ft.	36" Concrete Pipe	9.00	1,890.00
6,600	cu. yds.	Selected Roadbed Topping	0.55	3,630.00
94,000	yd. mi.	Hauling Roadbed Topping	0.12	11,280.00
22,000	cu. yds.	Stripping Topping Material Pit	0.25	5,500.00
800	M-gals.	Sprinkling	2.00	1,600.00
5.56	miles	Preparation of Base	150.00	834.00
600	cu. yds.	3/4" - 0" Gravel in Binder Course	4.00	2,400.00
3,600	cu. yds.	Furnishing and Placing Aggregates	4.50	16,200.00
70	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	2,100.00
100	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	30.00	3,000.00
254	tons	Furnishing and Placing 151-200 Asphalt	30.00	7,620.00
15,000	cu. yds.	Crushed Rock Roadbed Topping	2.85	42,750.00
4,000	cu. yds.	Crushed Rock in Base and Shoulders	2.85	11,400.00
			Subtotal	$114,124.00
			10% Engr. & Cont.	11,412.40
			Total	$125,536.40

Length	5.564 miles
Cost per mile	$22,562.25

Federal Secondary Funds- -	$ 70,630.00
State Funds- -	54,906.40
	$125,536.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary Highway
Project No. S-247 (2)

SMITHFIELD-ELMIRA SECTION

OF THE TERRITORIAL HIGHWAY IN LANE COUNTY

(Estimate at basis for modified agreement. Based on Contract Prices)

(Substitute Estimate for Vouchering. Based on Quantities and Unit Prices as Set Forth in Supplemental Agreement of October 24, 1946.)

Jan 1949

Salem, Oregon, ~~November~~ 1, ~~1946~~

Don't copy?

Type Code 5231

Roadway (Sta. 10[illegible] to [illegible])

100%	All Required		Clearing and Grubbing		$ 2,500.00
298.7	120	cu. yds.	Trench Excavation, Unclassified	$ 4.00	480.00
186	250	lin. ft.	12" Concrete Pipe	2.00	500.00
69	40	lin. ft.	18" Concrete Pipe	3.50	140.00
33	40	lin. ft.	30" Concrete Pipe	7.50	300.00
240	210	lin. ft.	36" Concrete Pipe	9.00	1,890.00
6649	6,600	cu. yds.	Selected Roadbed Topping	0.55	3,630.00
36,892.5	94,000	yd. mi.	Hauling Roadbed Topping	0.12	11,280.00
21,817	22,000	cu. yds.	Stripping Topping Material Pit	0.25	5,500.00
719.9	800	M-gals.	Sprinkling	2.00	1,600.00
5.56	5.56	miles	Preparation of Base	150.00	834.00
812	600	cu. yds.	3/4" - 0" Gravel in Binder Course	4.00	2,400.00
3,468	3,600	cu. yds.	Furnishing and Placing Aggregates	4.50	16,200.00
68.03	70	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	2,100.00
98.02	100	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	30.00	3,000.00
244.77	254	tons	Furnishing and Placing 151-200 Asphalt	30.00	7,620.00
14,667	15,000	cu. yds.	Crushed Rock Roadbed Topping	2.85	42,750.00
4,493.5	4,000	cu. yds.	Crushed Rock in Base and Shoulders	2.85	11,400.00

PA#1 72 lf 24" Conc pipe @ 4.50

Subtotal	$114,124.00
10% Engr. & Cont.	11,412.40
Total	$125,536.40

Length	5.564 miles ✓
Cost per mile	$22,5[illegible].25

Federal Secondary Funds- -	~~$ [illegible]0.00~~	70,630.00
State Funds- -	~~[illegible].40~~	54,906.40
	$125,536.40	

State Funds for Construction: Chap. 17[illegible], Laws 1917; Chap. [illegible]1, Laws 1920; Chap. 5[illegible], Laws 1939

State Funds for Maintenance: Chap. 5[illegible], Laws 1939

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FEB 4 1949
FOR FILING

S-247(2)

5

February 2, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for modification of project agreement for the Smithfield-Elmira Section, Project No. S-247 (2).

The amount of Federal funds setup in the enclosed estimate conforms to the amount requested in the final voucher submitted a few days ago. Also, the funds requested do not exceed the programmed amount as setup in the program approved by your department August 13, 1948.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

RECEIVED
FOR FILING

R.H Baldock

C

November 16th, 1947

FINAL COST ANALYSIS
Surface and Oil

ract #2331
Smithfield-Elmira

Del R. Beebe, Contractor
J. C. Chapman, Resident Engineer

Prefix 120-1046
Territorial Secondary Highway

5-247 (2)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	All				$1,812.91	$2,500.00
Trench Excavation	298.7	Cu. Yd.	$2.37	$4.00	707.07	1,194.80
12" Concrete Pipe	186	Lin. Ft.	1.03	2.00	191.05	372.00
18" " "	69	" "	2.21	3.50	152.66	241.50
30" " "	33	" "	5.06	7.50	166.94	247.50
36" " "	240	" "	8.49	9.00	2,039.07	2,160.00
Selected Roadbed Topping	6,649	Cu. Yd.	0.64	0.55	4,243.79	3,656.95
Hauling " "	36,892.5	Yd. Mi.	0.10	0.12	3,682.12	4,427.10
Stripping Topping Pit	21,817	Cu. Yd.	0.16	0.25	3,388.83	5,454.25
Sprinkling	719.9	M-Gal.	2.24	2.00	1,613.58	1,439.80
*Preparation of Base	5.56	Mile	102.31	150.00	568.87	834.00
*3/4"-0" in Binder Course	812	Cu. Yd.	3.69	4.00	2,993.27	3,248.00
*Furnish & Place Aggregates	3,468	" "	4.53	4.50	15,705.14	15,606.00
*RC-3 in Seal Coat	68.03	Ton	30.52	30.00	2,076.76	2,040.90
*RC-3 in Binder Course	98.02	"	30.52	30.00	2,992.28	2,940.60
*151-200 Asphalt	244.77	"	30.52	30.00	7,472.15	7,343.10
Crushed Rock Topping	14,667	Cu. Yd.	3.04	2.85	44,587.68	41,800,95
" " in Base and Shoulders	4,493.5	" "	3.07	2.85	13,797.92	12,806.48
PA #1, 24" Concrete Pipe	72	Lin. Ft.	3.11	4.50	223.81	324.00
Force Account					145.20	154.10
					$108,561.10	$108,792.03

Gross Revenue	$108,792.03
Total Cost	108,561.10
Net Profit	$230.93

Net Profit Equals 0.2% of Gross Revenue

* Sub-contracted to Harr & Horton

Smithfield-Elmira
Detail of Cost

Labor:

Supervision	$1,708.09	
Labor	18,187.84	
State Industrial Accident Insurance	479.99	
Unemployment Insurance	639.99	
Social Security	213.32	
		$21,229.23

Materials:

12" Concrete Pipe	186	Lin. Ft.	at $0.60	$111.60	
18" " "	69	" "	" 1.45	100.05	
24" " "	72	" "	" 1.95	140.40	
30" " "	33	" "	" 3.25	107.25	
36" " "	240	" "	" 4.00	959.55	
Mineral Aggregate	3,468	Cu. Yd.	" 2.80	9,710.40	
		Del. on Job			
					11,129.25

Equipment Rental & Miscellaneous Expense:

Equipment Rental (Owned)	$18,620.00	
Equipment Rental (Hired)	8,557.17	
Hired Trucks (Not Including Drivers)	16,739.37	
Gas, Oil & Grease	3,330.90	
Move In, Freight & Cartage	1,958.80	
Miscellaneous Supplies & Small Tools	1,902.06	
P.U.C.'s	183.82	
Public Liability Insurance	271.98	
Bond	815.94	
Office Expense	430.22	
Rental of Stockpile Site	60.00	
Home Office & General Overhead	3,263.76	
		56,134.02

Payments to Harr & Horton, Oiling Sub-contractor:

Preparation of Base	5.56	Mile	at $100.00	$556.00	
Placing 3/4"-0" in Binder Course	812	Cu. Yd.	at 1.65	1,339.80	
Placing Mineral Aggregate	3,468	" "	" 1.65	5,722.20	
RC-3 in Seal Coat	68.03	Ton	" 30.00	2,040.90	
RC-3 in Binder	98.02	"	" 30.00	2,940.60	
151-200 Asphalt	244.77	"	" 30.00	7,343.10	
Sprinkling	63	M-Gal.	" 2.00	126.00	
					20,068.60

Total Cost $108,561.10

Smithfield-Elmira

Remarks:

This contract required the surfacing and oiling of a 5.56-mile section of the Territorial Highway. It was bid on August 7th, 1946, awarded on August 14th, and the contractor started the work on August 29th. The project was completed on July 15th, 1947.

The contractor moved two cats and carryalls to the specified gravel pit which was located a mile from the north end of the job. The 21,300 yards of stripping was completed between August 29th and September 25th with this equipment and this operation proved profitable to the contractor. He decided to load the pit run gravel with a D-7 cat and dozer pushing the material into a trap and conveyor arrangement which carried the material into a bunker. As the output of this setup was insufficient, he later moved in a rented 3/4-yard shovel equipped with a dragline. The shovel was operated two weeks only when a strata of sand and clay was encountered in the pit, which caused it to be abandoned. An agreement was then drawn up between the contractor and the State Highway Commission to use crushed material from the Fisher Hill quarry in place of the gravel topping. Due to inadequate output and expensive move in and set up of loading equipment the contractor sustained a loss on the gravel topping item.

A portable crushing plant containing a 24" x 36" jaw primary and a 36" gyratory recrusher was moved into the quarry and was in operation by December 5th. However, due to wet weather considerable time was lost in making changes to efficiently scalp the dirt from the rock. An additional 24" Traylor recrusher was also added to the plant. Production averaged only 38 cu. yd. per hour for overall operating time with delays due to breakdowns and plant changes amounting to about 25% of the potential overall operating time. Improvement and maintenance of .6 of a mile of hauling road during wet weather required large quantities of crushed material and added $0.08 per yard to the cost of the rock produced. Cats and dozers moved the rock from the quarry to the plant and also removed the scalped material. No explosives were used in the quarry, the rock being in fragments about 8" minus in size. Hauling to the road was handled by hired trucks at a cost of $0.10 per yard mile.

Mineral aggregate was secured from a commercial plant in Eugene and hauled a distance of 15 miles. The oiling items were subbed to Harr & Horton.

Delays, breakdowns, weather conditions and consequent low production of the crushing plant were the factors which eliminated the profit from the contract.

E. H. Clymer
Cost Analyst

By . . V. P. Jones

RECEIVED
OCT 1 1947
FOR FILING

S-247 (2)

October 1, 1947

United Pacific Insurance Co.
Smith & Crakes, Agent
First National Bank Bldg.
Eugene, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2631 for work on the Smithfield-Elmira Section of the Territorial Secondary Highway, in Lane County, has been completed by the contractor, Del R. Beebe, and that final payment in the amount of $3,263.76 will be made after acceptance by Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $108,792.03, of which amount $154.10 represents the amount of force account items. This contract was completed on July 15, 1947 but has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
10-1-47 gl

Form E-1—5M—4-47

S-247(2)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 2, 1947

Section Smithfield - Elmira

Kind of work Surfacing & Oiling

Highway Territorial

Section prefix 120-1046

Contractor Del R. Beebe

Contract number 2831

Date of contract August 14, 1946

Date of completion August 31, 1947

Date work started August 29, 1946

Estimated date of completion ...., 19....

Amount of contract $ 98,204

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $ 108,869

Per cent of contract completed, based on total contract price 111 %

Engineering cost to date, $ 5,860, 5.97%

Date project was completed July 15, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Chapman and Raymond completed semi-final estimate, and forwarded it Tuesday. Rock books, and other bulky data were delivered to the Construction Office on Wednesday.

NOTED
E. A. PEASE

NOTED

NOTED
H. W. LIBBY

AUG 4 1947

Signed J. C. Chapman

Address Old Post Office Bldg. Eugene, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.56		5.56	
Miles partially completed					
Miles completed		5.56		5.56	
Total estimated quantities		25,809.5		410.82	
Estimated quantities moved or placed to date		25,809.5		410.82	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JUL 23 1947
FOR FILING

S-247(2)

C O P Y

DEL R. BEEBE

1391 West 2nd
Eugene, Oregon
Phone - 5122

July 19, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: R. H. Baldock
State Highway Engineer

Dear Sir:

Upon my return to the office from out of the city, I find your letter of July 16, 1947, regarding our subcontract of certain items on Contracts #2831 and 2832 to Harr and Horton, Portland, Oregon.

The standard contract agreement attached to your letter above referred to is in the process of execution and will be forwarded to you through the resident engineer in this locality as soon as possible. Your cooperation in this matter is greatly appreciated.

Very truly yours,

DEL R. BEEBE CONSTRUCTION CO.

L. E. Jeffs
Office Manager

Original letter sent to Robert July 24, 1947 with note: "Please follow this through." Baldock

RECEIVED
JUL 23 1947
FOR FILING

S-247(2)

July 17, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on July 15, 1947, on Contract No. 2831, Smithfield-Elmira Section, in connection with Federal Aid Project No. S-247 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:GM

RECEIVED
JUL 21 1947
FOR FILING

S-247 (2)

July 16, 1947

Del R. Beebe Construction Co.
1391 West Second Street
Eugene, Oregon

Attention: L. E. Jeffs

Gentlemen:

Receipt is acknowledged of your letter of July 15, pertaining to subcontracting certain items on Contracts Nos. 2831 and 2832 to Harr and Horton of Portland, Oregon.

We are attaching hereto blank copies of our standard subcontract agreement and we would appreciate having you filling out these forms for each contract, listing the items you contracted and the agreed subcontract price.

The subcontract should be submitted in triplicate to the resident engineer on the project, who will forward them through the usual channels for approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enc.

cc: H. G. Smith

DEL R. BEEBE
CONSTRUCTION COMPANY
GENERAL CONTRACTOR

1391 West 2nd
Eugene, Oregon
July 15, 1947

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This is to advise subcontracting of certain portions of contract #2831, Smithfield-Elmira, surfacing and oiling; and contract #2832, Veneta-Crow, grading and oil surfacing, Lane County Oregon.

We have subcontracted the following portions of the above contract to HARR & HORTON, of Portland, Oregon:

Contract #2831 Smithfield-Elmira -
Item 15, Preparation of Base
Item 16 Placing only of 3/4"-0 Material in Binder Course
Item 17 Placing only of Aggregates
Item 18 Furn and placing RC-3 or Emul
    Asphalt in Seal Coat
Item 19A Furn and placing RC-3 Asphalt
    in Binder Course
Item 20A Furn and Place 151-200 Asphalt

Contract #2832 Venata-Crow -
Item 21 Preparation of Base
Item 22 Placing only of 3/4" -0 Material in binder course
Item 23 Placing only of Aggregates
Item 24 Furn and placing RC-3 or Emuls.
    Asphalt in Seal Coat
Item 25A Furn and Placing RC-3 Asphalt
    in Binder Course
Item 26A Furn and Placing 151-200 Asphalt

In the event this letter will not constitute specific notice it would be appreciated if you would forward whatever additional forms that may be required.

Very truly yours,

DEL R. BEEBE CONSTRUCTION CO

L. E. Jeffs

L. E. Jeffs
Office Manager

LEJ:lfw

RECEIVED
JUL 16 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 20 1947
FOR FILING

S-247(2)

May 12, 1947

Mr. T. N. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work covering the removal of soft spots in the roadbed and replacing the removed material with heavy rock to reinforce the roadway base between Stations 218 to 225 on the Smithfield-Elmira Section of the Territorial Highway in Lane County, Contract No. 2831, in connection with Federal Aid Project No. S-247 (2).

This work is necessary to stabilize the base and prevent future settlement and breakage of pavement at this location.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS
Encl.

RECEIVED
APR 3 1947
FOR FILING
S-247 (2)

November 23, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with your request by telephone, we are enclosing eight copies of form PR-9 covering changes in termini and length for the Smithfield-Elmira Section, Project No. S-247 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

PR-9

PUBLIC ROADS ADMINISTRATION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

November 22, 194
(Date)

COMMISSIONER:
ATTENTION--PROGRAM SECTION

The following ~~major~~ minor program change of the individual project is requested:

Oregon
(State)

1947 Federal Aid Secondary Program
(Previous Program)

June 4, 1946
(Date of Approval)

FA or FAS Route No. FAS 201

COUNTY Lane

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programmed	8	247(2)	1 mi. S. of F. A. Rt. 25 to 1.2 mi. N. of Elmira	Survey-Plans	$ --	$ --	$ --		Gr., Dr., 2-lane Intermediate Type Surfacing
				Right-of-Way	10,000	4,900	5,100		
				Construction	165,000	95,100	69,900		
				Total	$175,000	$100,000	$75,000	6.8	
Requested Revision	8	247(2)	1.8 mi. S. of F.A.Rt. 25 to 1.2 mi. N. of Elmira	Survey-Plans	$ --	$ --	$ --		Same
				Right-of-Way	--	--	--		
				Construction	125,536.40	72,820.00	52,716.40		
				Total	$125,536.40	$72,820.00	$52,716.40	5.564	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: To revise termini description and length.

Recommended for approval ________ District Engineer ________ (date)

Recommended: ________ Division Engineer ________ (date)

Change Requested by ________ State Highway Engineer ________ (date)

Approved: ________ Acting Commissioner ________ (Date)

P-3868

Oregon State Highway Department

Federal Aid Secondary Highway
Project No. S-247 (2)

SMITHFIELD-ELMIRA SECTION

OF THE TERRITORIAL HIGHWAY IN LANE COUNTY

(Substitute Estimate for Vouchering. Based on Quantities and Unit Prices as Set Forth in Supplemental Agreement of October 29, 1946.)

Salem, Oregon, November 1, 1946

Roadway (Sta. 105+25 to 399+50)

All Required		Clearing and Grubbing		$ 2,500.00
120	cu. yds.	Trench Excavation, Unclassified	$ 4.00	480.00
250	lin. ft.	12" Concrete Pipe	2.00	500.00
40	lin. ft.	18" Concrete Pipe	3.50	140.00
40	lin. ft.	30" Concrete Pipe	7.50	300.00
210	lin. ft.	36" Concrete Pipe	9.00	1,890.00
6,600	cu. yds.	Selected Roadbed Topping	0.55	3,630.00
94,000	yd. mi.	Hauling Roadbed Topping	0.12	11,280.00
22,000	cu. yds.	Stripping Topping Material Pit	0.25	5,500.00
800	M-gals.	Sprinkling	2.00	1,600.00
5.56	miles	Preparation of Base	150.00	834.00
600	cu. yds.	3/4" - 0" Gravel in Binder Course	4.00	2,400.00
3,600	cu. yds.	Furnishing and Placing Aggregates	4.50	16,200.00
70	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	2,100.00
100	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	30.00	3,000.00
254	tons	Furnishing and Placing 151-200 Asphalt	30.00	7,620.00
15,000	cu. yds.	Crushed Rock Roadbed Topping	2.85	42,750.00
4,000	cu. yds.	Crushed Rock in Base and Shoulders	2.85	11,400.00
			Subtotal	$114,124.00
			10% Engr. & Cont.	11,412.40
			Total	$125,536.40

Length 5.564 miles
Cost per mile $22,562.25

Federal Secondary Funds- -$ 58,960.00
State Funds- 66,576.40

$125,536.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Jm

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
NOV 27 1946
FOR FILING

S-247(2)

November 22, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement and certificate for Oregon Federal Aid Secondary Project No. S-247(2), Smithfield Elmira Section of the Territorial Highway in Lane County.

Very truly yours,

W. H. Lynch
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

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NOV 23 1946
OREGON
STATE HIGHWAY COMMISSION

Iron

Form P. R. 2

State Oregon WA8pr 7145

Federal Aid Secondary Project No. [illegible]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1946

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 11th day of July, 1946, a revised project statement, which was approved on the 17th day of July, 1946, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [illegible] Section [illegible] of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 22nd day of July 1946; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Fifty eight thousand nine hundred sixty and 00/100 dollars ($58,960.00) as the share of the United States payable under said act on account of [illegible] Section [illegible] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap 31, laws 1920; Chap 529, laws 1929 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey station 105+85 in the NW 1/4 section 19, T-17-S, R-5-W, W. M. and survey station 399+50 in the NW 1/4, Section 28, T-16-S, R-5-W, W.M., without exception.

, length 5.564 miles, in Lane County, being [illegible] [illegible] Oregon Federal Aid Secondary project No. S-247(2), consisting of 5.564 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives.

16—11379-1

(b) Wherever in the printed language of this agreement the terms "Federal Works Administrator" and "Administrator" appear, they shall be construed to have the same meaning and effect as the terms "Commissioner of Public Roads, Public Roads Administration, Federal Works Agency" and "Commissioner", respectively, to conform to the provisions of the Federal-Aid Highway Act of 1944 and the regulations issued pursuant thereto.

6 6

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ .... ~~of~~ said project shall not in any event exceed the sum of **Fifty-eight thousand nine hundred sixty and 00/100** dollars ($ **58,960.00**), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of **One hundred one thousand six hundred forty four and 40/100,** dollars ($ **101,644.40**), the approved total estimated cost of ~~Section~~ .... ~~of~~ said project.

PAYMENTS

ARTICLE V. (As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to **The State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 529, Laws 1939**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the 20th day of November, 1946

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T. H. Banfield
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Secretary
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

XXXXXXXXXX XXXXXXXXXXXXXXXXXXX
FEDERAL WORKS ADMINISTRATOR,

By W. B. Lynch
Division Engineer of Public Roads.
U.S. Public Roads Administration

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. S-247(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $101,644.40 as the total estimated cost of said project, and the sum of $58,960.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Portland, Oregon ~~Washington~~, this 20th day of November one thousand nine hundred and forty-six

~~FEDERAL WORKS ADMINISTRATOR~~
COMMISSIONER OF PUBLIC ROADS

By
~~Acting Commissioner of Public Roads.~~
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

RECEIVED
NOV 8 1946
FOR FILING

S-247(2)

November 7, 1946

Mr. Del R. Beebe
861 Willamette Street
[redacted]
Oregon

Dear Sir:

We enclose herewith a fully executed copy of your agreement with the State Highway Commission, covering a modification of contract No. 2831 for surfacing and oiling on the Smithfield-Elmira Section of the Territorial Secondary Highway, in Lane County.

This copy of agreement of modification of contract should be attached to your copy of contract No. 2831 and made a part thereof.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl
encl. 1

NOTED ON CARD
11-7-46, gl

filed in contract
g8

RECEIVED
NOV 7 1946
FOR FILING

S-247-2

November 1, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We submit herewith copies of an agreement which we have tentatively entered into with Dal R. Beebe, contractor on the Smithfield-Elmira Project, S-247 (2), to overcome the material situation which has developed on that project, and which has been given some study by your Mr. Stoddart.

Gravel from the source specified in the contract has been found unsatisfactory for use as "selected roadbed topping" due to non-uniform grading, presence of excessive fines and presence of material of high plasticity index. For the same reasons, the material is unsuitable for use in the manufacture of the 3/4" - 0" crushed materials required in the "gravel base and shoulders."

The nearest substitute source of materials is the rock quarry known as the Fisher Butte Quarry. This quarry is to be used in connection with the Veneta-Crow Project, S-247 (3), which also is under contract to Dal. R. Beebe. Use of this quarry will increase the length of haul of materials for the Smithfield-Elmira Project 6.1 miles, and as the materials from that source must be crushed rock, the per yard cost of the substitution will be considerable. However, the substitution of crushed rock for pit-run gravel will make possible the use of thinner courses with corresponding reductions in quantities.

The price of $2.85 to be allowed for the substitution materials has been derived by taking the price of $2.56 bid for like materials on the Veneta-Crow Project and adding 29¢ for the 2.4 miles of extra haul involved in making delivery to the Smithfield-Elmira Project.

Federal participation in the increased cost of the project will be expected only in so far as it may be available under the allowance for contingencies.

Your approval of this necessary change in plans will be appreciated.

Revised copies of the summary sheet for the plans are being sent under separate cover and a revised project agreement estimate is being sent herewith.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:SM

Encl.

RECEIVED
NOV 6 1946
FOR FILING

S-247 (2)

November 1, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

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Your approval of this necessary change in plans will be appreciated.

Revised copies of the summary sheet for the plans are being sent under separate cover and a revised project agreement estimate is being sent herewith.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:SM

Encl.

RECEIVED
NOV 9 1946
FOR FILING

S-247(2)

October 30, 1946

United Pacific Insurance Co.
Smith and Crakes, Agents
First National Bank Bldg.
Eugene, Oregon

Gentlemen:

I enclose for your information and acceptance an agreement between Del R. Beebe and the State Highway Commission covering a modification of Mr. Beebe's contract with this Commission for surfacing and oiling the Smithfield-Elmira Section of the Territorial Secondary Highway, Lane County, State Highway Contract No. 2831.

You will note that all copies have been signed by Mr. Beebe and the State Highway Commission, and you will also note, on page seven, that Mr. Beebe did not secure the consent of the surety to this modification. This is necessary in order to complete the Highway Commission's records and files and to effect the payment provided for in the modification.

Please have all copies signed by an authorized attorney-in-fact and a resident agent on behalf of the surety company and affix the company's seal to each copy. When this is done, please return all copies to this office for further handling. One copy of the agreement will be returned to the surety company for its records and files.

I would appreciate it if you will expedite this matter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:co
Encs.

September 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Smithfield-Elmira Section, Project No. S-247 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS
Encl.

Oregon State Highway Department

Federal Aid Secondary Highway
Project No. S-247 (2)

SMITHFIELD-ELMIRA SECTION

OF THE TERRITORIAL HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 17, 1946

Roadway (Sta. 105+25 to 399+50)

All Required		Clearing and Grubbing		$ 2,500.00
120	cu. yds.	Trench Excavation, Unclassified	$ 4.00	480.00
250	lin. ft.	12" Concrete Pipe	2.00	500.00
40	lin. ft.	18" Concrete Pipe	3.50	140.00
40	lin. ft.	30" Concrete Pipe	7.50	300.00
210	lin. ft.	36" Concrete Pipe	9.00	1,890.00
30,000	cu. yds.	Selected Roadbed Topping	0.55	16,500.00
136,000	yd. mi.	Hauling Roadbed Topping	0.12	16,320.00
28,000	cu. yds.	Stripping Topping Material Pit	0.25	7,000.00
6,200	cu. yds.	3/4" - 0" Gravel in Base and Shoulders	2.10	13,020.00
800	M-gals.	Sprinkling	2.00	1,600.00
5.56	miles	Preparation of Base	150.00	834.00
600	cu. yds.	3/4" - 0" Gravel in Binder Course	4.00	2,400.00
3,600	cu. yds.	Furnishing and Placing Aggregates	4.50	16,200.00
70	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	2,100.00
100	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	30.00	3,000.00
254	tons	Furnishing and Placing 151-200 Asphalt	30.00	7,620.00
			Subtotal	$ 92,404.00
			10% Engr. & Cont.	9,240.40
			Total	$101,644.40

Length	5.564 miles
Cost per mile	$18,268.22

Federal Secondary Funds- -	$ 58,960.00
State Funds- -	42,684.40
	$101,644.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
SEP 17 1946
FOR FILING

S-247 (2)

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

AT 7695

September 13, 1946

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: State Highway Contract Bonds - Del R. Beebe

Dear Sir:

On August 14th this company became Surety on two contract bonds for the above contractor, covering work to be performed on the Smithfield-Elmira and Veneta-Crow Highway jobs, on which Mr. Beebe was low bidder.

These bonds were executed by Smith & Crakes, our agents at Eugene, and were sent in to your office, but were returned because incorrectly filled out, and because the limits of the agent's power-of-attorney were not sufficient for a bond of this size.

We contacted your Portland office, and were advised that it will be necessary to secure new pages to be properly filled out, signed by an attorney-in-fact having sufficient limits, and inserted to replace the incorrect sheets. If there is a simpler method of effecting this correction, please advise, but if not please forward the necessary 8 copies of Page 167, and we will make correction as suggested by your Portland office.

We deeply regret this error, and are anxious to do everything in our power to correct it. Any help you can give us in so doing will be greatly appreciated, and thank you very much.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Stanley W. Hopkins
Stanley W. Hopkins
Fidelity & Surety Dept.
Portland Office

swh

Phoned Mr. Orr 10:00 AM 9/14 — local mgr.
He will sign bond as atty in fact and
forward to Salem today.
No answer required for this letter — so told Mr. Orr.

9-17-46
Rec'd contract
from Surety.

RECEIVED
SEP 14 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 9 1946
FOR FILING

S-247-2

Eugene, Oregon
September 5, 1946

TO WHOM IT MAY CONCERN:

I, the undersigned, Ash Bailey Bailey, do hereby grant Del R. Beebe, Contractor, permission to fill a ditch on my property for improvement in connection with irrigation. The material being used to fill the ditch is waste material from the State-owned gravel site in the NW ¼ of Section 27, Township 16 South, Range 5 West, W. M.

I do hereby agree not to bring any claim against either the State Highway Department or the Contractor for any damage created by the Contractor in performing the work of filling the ditch.

Signed: Ash Bailey
Agent

In the presence of:

L. A. Duval
Witness

____
Witness

RECEIVED
1946

RECEIVED
OCT 7 1946
FOR FILING

S-247-2

#2851

Sep. 5, 1946

C
O
P
Y

Del R. Beebe Construction Co.
861 Willamette Street
Eugene
Oregon

Gentlemen:

I am returning to you today, by express, four copies of each of the two contracts recently awarded you by the State Highway Commission for the improvement of the Veneta-Crow and the Smithfield-Elmira Sections of the Territorial Secondary Highway.

These contracts are being returned to you because the surety on your bond failed to execute the copies properly, and the State Insurance Commissioner will not approve them as written, moreover, there is no record in the office of the State Insurance Commissioner that Mr. Laysell has authority to execute a Surety Bond in excess of $25,000.00. Both of these contracts are estimated to cost far in excess of such sum.

Please have the bonds reexecuted by an attorney-in-fact who has authority to write bonds in the amounts of these contracts. The name of the Bonding Company should appear on the bond and directly thereunder should appear the name of the party who is signing as Attorney in fact. The name of the Bonding Company you will note was omitted from the bonds as executed.

We will appreciate your expediting this matter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl
Encl.

P.S. I enclose a sample bond form, showing how the Bonding Companies usually execute them.

RECEIVED
SEP 16 1946
FOR FILING

S-247-2

September 5, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are copies of Price Agreement No. 1 covering the furnishing and placing of 24" concrete culvert pipe at Stations 145+94 and 264+00 on the Smithfield-Elmira Section of the Territorial Secondary Highway in Lane County, Contract No. 2831, in connection with Federal Aid Project No. S-247 (2).

It is necessary to replace the 24" corrugated iron pipe now in place which has failed.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS

Encl.

RECEIVED
SEP 4 1946
FOR FILING

S-247-2

August 31, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on August 29, 1946, on Contract No. 2831, Smithfield-Elmira Section, in connection with Federal Aid Project No. S-247 (2), in Lane County.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS

RECEIVED
SEP 10 1946
FOR FILING

S-247 (2)

August 16, 1946

Mr. Del R. Beebe
861 Willamette Street
Eugene, Oregon

Dear Mr. Beebe:

Confirming my telegram to you of August 15, the State Highway Commission awarded to you on August 14 the contract for surfacing and oiling on the Smithfield-Elmira Section of the Territorial Secondary Highway, in Lane County. This award was based on your low bid of $98,204, using asphalt, submitted on August 7, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ce
cc - Mr. S. H. Probert
Mr. H. G. Smith
Goldie Lewis

Charge to the account of ______________________ $ ______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

A. N. WILLIAMS, CHAIRMAN OF THE BOARD

JOSEPH L. EGAN, PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

AUGUST 15, 1946

DEL R. BEEBE DBA DEL R. BEEBE CONSTRUCTION COMPANY
861 WILLAMETTE STREET
EUGENE, OREGON

COPY

STATE HIGHWAY COMMISSION AWARDED YOU YESTERDAY CONTRACTS FOR SMITHFIELD-ELMIRA AND VENETA-CROW SECTIONS OF TERRITORIAL SECONDARY HIGHWAY LANE COUNTY BASED ON YOUR LOW BIDS SUBMITTED AUGUST 7, 1946. CONTRACT FORMS FOLLOW SHORTLY.

H.B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

COPY

dr
Charge

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

August 14, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your letter of August 9, 1946, we hereby concur in award of contract as of this date to Del R. Beebe Construction Company of Eugene, Oregon, who submitted the low bid on Oregon S-247(2), the Smithfield - Elmira Section of the Territorial Secondary Highway.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
AUG 15 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 14 1946
FOR FILING

S-247-2

August 9, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

As the Smithfield-Elmira Project, S-247 (2), for which bids were received on August 7th is, in our opinion, sufficiently essential to warrant its construction under present conditions, we are writing to request your concurrence in the award of the contract to the Del E. Beebe Construction Co. of Eugene.

The road is one which in addition to serving a large agricultural area, is used extensively in the hauling of logs to the mill and lumber to the markets. The existing surfacing is inadequate in both width and strength and during the winter and spring months becomes impassable to heavy loads and unsatisfactory to all travel. There are few spots in the state where improvement is so much needed and where the same expenditures of money will be as effective in expediting the movement of essential commodities.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GMD

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 5, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

July 30, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Secondary Project S-247(2), Smithfield - Elmira, P.S.& E. for which reflected a reduction in program length to permit future relocation to the north.

We wish to advise for your record that on July 22, 1946 our Division Office approved the following revision of Item 13 of your 1947 Secondary Program to coincide with the reduced project:

	Total Cost	Federal Funds	State Funds	Length (Miles)
Original Program Item	$175,000	$100,000	$75,000	6.8
Revised Program Item	105,000	61,000	44,000	5.564

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
JUL 31 1946
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Mr. Baldock

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

July 22, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Highway Project S-247(2), Smithfield-Elmira Section of the Territorial Highway in Lane County, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

We have changed the length from 32' to 64' for the new 36" pipe to be installed at Station 352+02 as indicated on page 3 of the Special Provisions. The corrected length coincides with the double pipe shown to be installed on the plans.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUL 25 1946
OREGON
STATE HIGHWAY COMMISSION

July 13, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Smithfield-Elmira Section, Project No. S-247 (2).

One set of blueprint plans and six bid proposals are being sent under separate cover.

No landscaping work is contemplated for this project. Considerable rainfall occurs in this part of the State and natural vegetation grows abundantly. Work proposed under the present project does not disturb the cut and fill slopes which are now well protected with natural growth.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS
Encl.

Oregon State Highway Department

Federal Aid Secondary Highway
Project No. S-247 (2)

SMITHFIELD-ELMIRA SECTION
OF THE TERRITORIAL HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 13, 1946

Roadway (Sta. 105+25 to [illegible])

All Required		Clearing and Grubbing		$ 600.00
120	cu. yds.	Trench Excavation, Unclassified	$ 3.00	360.00
250	lin. ft.	12" Concrete Pipe	2.00	500.00
40	lin. ft.	18" Concrete Pipe	3.00	120.00
40	lin. ft.	30" Concrete Pipe	6.00	240.00
210	lin. ft.	36" Concrete Pipe	7.50	1,575.00
30,000	cu. yds.	Selected Roadbed Topping	0.55	16,500.00
136,000	yd. miles	Hauling Roadbed Topping	0.12	16,320.00
28,000	cu. yds.	Stripping Topping Material Pit	0.30	8,400.00
6,200	cu. yds.	3/4" - 0" Gravel in Base and Shoulders	3.00	18,600.00
800	M-gals.	Sprinkling	2.00	1,600.00
5.56	miles	Preparation of Base	150.00	834.00
600	cu. yds.	3/4" - 0" Gravel in Binder Course	4.00	2,400.00
3,600	cu. yds.	Furnishing and Placing Aggregates	4.00	14,400.00
70	tons	Furnishing and Placing MC-3 or Emulsified Asphalt in Seal Coat	30.00	2,100.00
100	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	30.00	3,000.00
254	tons	Furnishing and Placing 151-200 Asphalt	30.00	7,620.00
122	tons	Furnishing and Placing RT-4 Tar in Binder Course	25.00	(Alternate)
310	tons	Furnishing and Placing RT-9 Tar	25.00	(Alternate)
			Subtotal	$ 95,169.00
			10% Engr. & Cont.	9,516.90
			Total	$104,685.90

Length 5.564 miles
Cost per mile $18,814.86

Federal Secondary Funds- -	$ 60,720.00
State Funds- -	43,965.90
	$104,685.90

SMITHFIELD-ELMIRA SECTION

PROJECT NO. S-247 (2)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 13, 1946

AGREEMENT

THIS AGREEMENT, made and entered into this twenty-ninth day of October, 1946, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and DEL R. BEERE, an individual, hereinafter called the "Contractor", party of the second part;

WITNESSETH:

RECITALS:

1. These parties heretofore, to wit: on the fourteenth day of August, 1946, entered into a written agreement or contract, which for brevity purposes is identified in the Commission's files as Contract No. 2831, by which contract the Contractor agreed to perform and the State agreed to pay for certain highway construction work on the Smithfield-Elmira Section of the Territorial Secondary Highway in Lane County, which said work was to be performed pursuant to specifications and with the use of materials therein provided for and specified.

2. When plans for the said work were prepared, bids called for and received, and the contract for the performance of said work executed by these parties, it was contemplated and intended that gravel suitable for use in the performance of said work was available from and at a state-owned gravel deposit located in the Northwest quarter of Section 27, Township 16 South, Range 5 West, W. M.

3. After the Contractor had commenced the performance of his said contract and in connection therewith opened up and attempted to develop the

said source of gravel, it was found and disclosed that the gravel in said deposit and at said site was of such inferior quality that the Contractor was able to procure from said deposit only approximately 7,000 cubic yards of the material which could pass the test or which was acceptable. Thus, the amount of acceptable materials procured from said deposit was only about 16% of the amount of materials required for said job.

4. Further investigation of other sites or deposits disclosed that the best and most practicable source from which to procure materials for the completion of the project is the Fisher Butte Quarry, which is located approximately two miles south and five miles east from the south end of the said project.

5. Examination and investigation of said Fisher Butte Quarry disclosed that the rock from said quarry could be substituted for the gravel which these parties originally intended to use and that, by the use of crushed rock in lieu of said gravel, thinner courses in the roadbed topping and rock base would make possible a job equal in all respects to that which could be accomplished with gravel and at a saving in quantity of materials to the extent of approximately 12,000 cubic yards.

6. These parties have mutually agreed that to the extent and in the manner hereinafter set forth the said original contract may be modified and amended.

NOW, THEREFORE, based in part upon the foregoing recitals of admitted facts and in consideration of the obligations to be assumed by each of these parties, and the mutual benefits which will be derived thereby, it is agreed as follows:

1. Said original contract may be modified or amended by substituting crushed rock to be procured from the Fisher Butte Quarry in lieu of the gravel and the site of such gravel set out in the said original contract.

2. The Contractor shall discontinue the use of gravel procured from said originally specified source where such material was to be used for gravel topping and base, and will use in lieu thereof for the unfinished part of said job crushed rock to be procured from the said Fisher Butte Quarry.

3. The Contractor shall be paid by the State, and agrees to accept as full and complete payment for work already performed in connection with which gravel was procured from said original source, a sum of money computed and determined at the contract price of 0.55 cents per cubic yard for selected roadbed topping, 0.12 cents per yard mile for hauling roadbed topping, and 0.25 cents per cubic yard for stripping topping material pit.

4. In connection with such roadbed topping as is yet to be done under the terms of said contract the Contractor shall use and employ crushed rock which, when subjected to the Standard Los Angeles Abrasion Test of Coarse Aggregate (A. A. S. H. O. Method T-96), shows a wear not exceeding 35%. Said material shall be crushed rock manufactured from rock procured from the Fisher Butte Quarry and shall pass a screen with 3-inch-square openings, shall be uniformly graded from the 3 inch size to dust and shall contain between 20% and 40% of material passing a screen with 1/4-inch-square openings.

5. The base course and shoulders which were originally specified to be constructed of crushed gravel shall be constructed of crushed rock,

which when subjected to the Standard Los Angeles Abrasion Test of Coarse Aggregate (A. A. S. H. O. Method T-96) shows a wear not exceeding 35%. The crushed rock shall be manufactured from rock from the Fisher Butte Quarry, shall all pass a screen with 3/4-inch-square openings, shall be uniformly graded from the 3/4-inch size to dust and shall contain between 30% and 50% of material passing a screen with 1/4-inch-square openings.

6. All crushed rock used in the work shall be clean and free of earth, clay and other objectionable matter. To insure this condition all rock shall at some stage of crushing operations be passed over scalping screens of sizes suitable for the accomplishment of the desired purpose.

7. Aggregate for use in the construction of the binder course and the oil mat wearing surface shall be crushed gravel or crushed rock meeting the requirements stated in the contract.

8. Thicknesses of courses and other dimensions to which the surfacing is to be constructed shall be as shown on the typical cross-section sheet bound herewith and marked Exhibit A.

9. The provisions of the contract which call for the furnishing of 2,000 cubic yards of crushed gravel in stockpiles are hereby stricken out and the furnishing of such materials will neither be required nor permitted.

10. Selected roadbed topping constructed of crushed rock as herein specified will be paid for as "Crushed Rock Roadbed Topping" at the price of $2.85 per cubic yard, truck measure, with the understanding that payment at that price includes payment for the hauling of the crushed rock and for

any stripping of overburden from the source from which the rock is obtained. If sprinkling is required in connection with the construction of the topping, it will be paid for at the price for "Sprinkling" as stated in the contract.

11. Base and shoulders constructed of crushed rock as herein specified will be paid for as "Crushed Rock in Base and Shoulders" at the price of $2.85 per cubic yard, truck measure.

12. Except as stated in the foregoing paragraphs and except as listed in this paragraph the bases of payment and the prices to be paid shall be as fixed in the said original contract. The following pay items and quantities shall prevail over the prices and quantities listed in the original contract:

Item			Unit	Original		Revised	
No.	Item	Unit	Price	Quantity	Amount	Quantity	Amount
7	Selected Roadbed Topping	cu. yd.	$0.55	30,000	$16,500	6,600	$3,630
8	Hauling Roadbed Topping	yd. mi.	0.12	136,000	16,320	94,000	11,280
9	Stripping Topping Material Pit	cu. yd.	0.25	28,000	7,000	22,000	5,500
10	3/4" - 0" Gravel in base and shoulders	cu. yd.	2.10	6,200	13,020	- -	- -
12	3/4" - 1/2" Crushed Gravel in Stockpiles	cu. yd.	2.90	1,000	2,900	- -	- -
13	1/2" - 1/4" Crushed Gravel in Stockpiles	cu. yd.	2.90	700	2,030	- -	- -
14	1/4" - 0" Crushed Gravel in Stockpiles	cu. yd.	2.90	300	870	- -	- -
21	Crushed Rock Roadbed Topping	cu. yd.	2.85	- -	- -	15,000	42,750
22	Crushed Rock in Base and Shoulders	cu. yd.	2.85	- -	- -	4,000	11,400
		Totals			$ 58,640		$74,560

13. Compensation for work done under said original contract as amended hereby shall be computed on the basis of the unit prices fixed in said original contract and in this amendatory contract, and the Contractor agrees to accept said compensation so computed as full and complete compensation for work performed under said contract, including any and all damages and expense, anticipated or otherwise.

14. Contractor agrees that the modifications herein provided for and the substitution of crushed rock in lieu of crushed gravel shall not be used in any manner for the purpose of predicating thereon any claim for extra compensation.

15. This amendatory agreement shall be attached to and thereby made a part of said original agreement and shall to the extent and in the manner herein expressly set forth change and modify said original agreement, but not otherwise, and said original agreement shall as herein amended continue in full force and effect.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day and year first above written.

ATTEST:

____
Secretary

APPROVED:

____
State Highway Engineer

APPROVED:

____
Chief Counsel

STATE OF OREGON, by and through its
State Highway Commission,

By________________________
As Chairman

By________________________
As Commissioner

By________________________
As Commissioner

Party of the First Part

Executed in the presence of:

______________________ ______________________________

Party of the Second Part

____

In consideration of the benefits which will accrue to the Contractor and in consideration of the payment of compensation as provided for in the foregoing amendatory agreement the undersigned surety on the bond given in support of said original contract hereby agrees to said modification and amendment as set forth in the foregoing amendatory contract and agrees and consents that said bond shall remain in full force and effect in support of said original contract and the foregoing amendatory contract.

Dated this twenty-ninth day of October, 1946.

UNITED PACIFIC INSURANCE COMPANY

By______________________________

____

JMD:PW
10/28/46

S-247(3) Veneta-Crow Sec., Territorial 1946
Secon. Hwy.
#2832

S-[illegible]47 (3)

R.H. Baldock

November 16th, 1947

FINAL COST ANALYSIS
Surface and Oil

ntract #2822
Veneta-Crow

Prefix 120-1047
Territorial Secondary Highway

RECEIVED FOR FILING

el P. Beebe, Contractor
J. [illegible] Chapman, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	All				$457.22	$3,000.00
Trench Excavation	205.3	Cu. Yd.	$1.98	$4.00	407.26	821.20
General Excavation	14,169.1	" "	0.253	0.40	3,595.78	5,667.64
Short Overhaul	1,605	Yd. Sta.	0.02	0.02	32.10	32.10
Long Overhaul	0.3	C-Yd. Sta.	0.30	0.30	0.12	0.12
Rounding Cutbanks	1,725	Lin. Ft.	0.18	0.30	320.62	517.50
Finishing Roadbed & Slopes	1.59	Mile	367.30	400.00	584.02	636.00
6" Perf. Metal Drain Pipe	150	Lin. Ft.	1.38	2.00	207.39	300.00
12" Corr. Metal Pipe	30	" "	1.69	3.00	50.77	90.00
12" Concrete Pipe	294	" "	0.76	2.00	301.97	588.00
18" " "	249	" "	2.21	3.50	549.85	871.50
24" " "	132	" "	2.77	4.50	366.28	594.00
Salvaging Culvert Pipe	16	" "	1.30	3.00	20.83	48.00
Rock Backfill in Drains	25.5	Cu. Yd.	4.36	10.00	111.16	255.00
3"-0" Mat'l. in Base	17,684	" "	2.72	2.56	48,077.17	45,271.04
3/4"-0" Mat'l. in Base	3,913	" "	2.75	2.56	10,750.33	10,017.28
Sprinkling	385.4	M-Gal.	3.11	2.00	1,197.53	770.80
*Preparation of Base	3.59	Mile	156.82	300.00	562.98	1,077.00
*3/4"-0" in Binder	450	Cu. Yd.	3.80	4.00	1,709.06	1,800.00
*Mineral Aggregates	2,455	" "	4.99	4.50	12,263.02	11,047.50
*RC-3 in Seal Coat	41.07	Ton	30.52	30.00	1,253.75	1,232.10
*151-200 Asphalt	152.87	"	30.52	30.00	4,643.38	4,568.10
*RC-3 in Binder	57.02	"	30.52	30.00	1,740.65	1,710.60

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #1, 30" Concrete Pipe	42	Lin. Ft.	$5.97	$7.50	$250.92	$315.00
PA #2, Selected Topping	465	Cu. Yd.	0.46	0.55	211.50	255.75
PA #2, Hauling Topping	6,169	Yd. Mi.	0.10	0.12	616.10	740.28
PA #3, Barrel Excess Asphalt	6.18	Ton	21.75	21.75	134.42	134.42
PA #4, 1¼"-3/4" Crushed Gravel in Stockpile	196.9	Cu. Yd.	2.94	3.22	578.89	634.02
PA #4, ¼"-0" Crushed Gravel in Stockpile	207.2	"	"	2.94	3.22	609.17	667.18
					$91,609.26	$93,680.13

Gross Revenue	$93,680.13
Total Cost	91,609.26
Net Profit	$2,070.87

Net Profit Equals 2.2% of Gross Revenue

* Sub-contracted to Harr & Horton

Veneta-Crow
Detail of Cost

Labor:

Supervision	$1,569.29	
Labor	21,697.24	
State Industrial Accident Insurance	491.16	
Unemployment Insurance	654.88	
Social Security	218.29	
		$24,630.86

Materials:

6" Perf. Metal Pipe	150	Lin. Ft.	at $0.98	$147.00	
6" Bands	6	Each	" 1.26	7.56	
12" Corr. Metal Pipe	30	Lin. Ft.	" 1.25	37.50	
12" Concrete Pipe	294	" "	" 0.60	176.40	
18" " "	249	" "	" 1.45	361.05	
24" " "	132	" "	" 1.95	257.40	
30" " "	42	" "	" 3.25	136.50	
Mineral Aggregates Del. in Stockpile	2,860	Cu. Yd.	" 2.80	8,008.00	
					9,131.41

Equipment Rental & Miscellaneous Expense:

Equipment Rental (Owned)	$12,875.00	
" " (Hired)	8,582.86	
Hired Trucks (Not Including Drivers)	12,010.40	
Gas, Oil & Grease	2,930.47	
Move In, Freight & Cartage	2,285.81	
Miscellaneous Supplies & Small Tools	1,897.52	
P.U.C.'s	33.69	
Public Liability Insurance	234.20	
Office Expense	430.49	
Stockpile Site Rental	85.00	
Bond	702.60	
Home Office & General Overhead	2,810.40	
		44,878.44

Payments to Harr & Horton, Oiling Sub-contractors:

Preparation of Base	3.59	Miles	at $150.00	$538.50	
Placing 3/4"-0" in Binder	450	Cu. Yd.	at 1.65	742.50	
Placing Mineral Aggregates	2,455	" "	" 1.65	4,050.75	
RC-3 in Seal Coat	41.07	Ton	" 30.00	1,232.10	
RC-3 in Binder	57.02	"	" 30.00	1,710.60	
151-200 Asphalt	152.87	"	" 30.00	4,568.10	
Sprinkling	63	M-Gal.	" 2.00	126.00	
					12,968.55

Total Cost $91,609.26

Veneta-Crow

Remarks:

This contract required minor realignment, surfacing and oiling of a 2.65-mile section of the Territorial Highway. It was bid on August 7th, 1946, awarded on August 14th, and the contractor started work on September 25th. The project was completed on July 15th, 1947.

The excavation work consisted of a short section of realignment on the south end of the job and contained 14,000 yards of common material. The work was handled with a D7 cat and dozer and a D8 cat pulling a 15-yard carryall. Most of the excavation was done during favorable fall weather and proved profitable to the contractor.

Crushed rock was produced at the Fisher Hill quarry with a portable plant containing a 24" x 36" jaw primary, a 36" gyratory and a 24" Traylor. No shooting was required in the quarry and the rock was moved to the crusher by cats and dozers. Production averaged only 45 cu. yds. per hour for overall operating time. Low production, lost time due to breakdown of the crushing plant and expensive maintenance of the haul road combined to cause a loss on the crushed rock items. All hauling was done with hired trucks at a cost of $0.10 per yard mile.

Mineral aggregate was purchased from a commercial plant in Eugene and hauled 15 miles to the job. Oiling work was sub-contracted to Harr & Horton.

The small profit on the contract was derived from the clearing, pipe and grading items.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
OCT 3 1947
FOR FILING
S-247 (3)

2832

October 2, 1947

United Pacific Insurance Co.,
Smith & Crakes, Agent,
First National Bank Building,
Eugene, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 2832 for work on the Veneta-Crow Section of Territorial Secondary Highway, in Lane County, has been completed by the contractor, Del R. Beebe, and that final payment in the amount of $4,072.57, will be made after acceptance by the Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $93,680.13, and that no force account work was performed therein. This contract was completed on July 15, 1947, but has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary.

cm.

NOTED ON CARD

10-2-47

Km

RECEIVED
AUG 20 1947
FOR FILING

S-247(3)

August 20, 1947

United Pacific Insurance Co.
Smith & Crakes, Agent
First National Bank Bldg.
Eugene, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Del R. Beebe, on contract No. 2832, covering the Veneta-Crow Section of the Territorial Secondary Highway, in Lane County. This payment, in the amount of $3,595.68, will be made on or after August 30,1947. The retained percentage is $2,771.37.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

8-20-47 g.l.

Form E-1—5M—4-47

S-247(3)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 2, 1947

Section Veneta - Crow

Kind of work Grading, Paving & Oiling

Highway Territorial

Section prefix 120-1047

Contractor Del R, Beebe

Contract number 2832

Date of contract August 14, 1946

Date of completion August 31, 1947

Date work started September 25, 1946

Estimated date of completion ...., 19....

Amount of contract $94,935

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $95,348.71

Per cent of contract completed, based on total contract price ....%

Engineering cost to date, $5,661.72, 5.96%

Date project was completed July 15, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Chapman and Raymond completed semi-final estimate, and forwarded it to K. D. Lytle on Tuesday. Rock books, and other bulky data were delivered to the construction office on Wednesday.

NOTED
E. A. PEASE

AUG [illegible] 1947

NOTED
H. W. LIBBY

Signed J. C. Chapman

Address Old Post Office Bldg., Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.59	3.32		3.32	
Miles partially completed					
Miles completed	1.59	3.32		3.59	
Total estimated quantities	14,170	22,062		250.96	
Estimated quantities moved or placed to date	14,170	22,062	404 (Excess Oil Rock)	250.96	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 23 1947
FOR FILING

S-247(3)

July 17, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on July 15, 1947, on Contract No. 2832, Veneta-Crow Section, in connection with Federal Aid Project No. S-247 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

DHP:SM

Jm

~~MONTANA~~
~~OREGON~~
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
NOV 27 1946
[illegible] BUILDING

S-247(3)

November 22, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement and estimate for Oregon Federal Aid Secondary Project No. S-247(3), Veneta-Crow Section of the Territorial Highway in Lane County.

Very truly yours,

W. H. LYNCH
Division Engineer

By: Caufield
E. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
NOV 23 1946
OREGON
STATE HIGHWAY COMMISSION

Jm

Form P. R. 2

State Oregon WA8pr 7146

Federal Aid Secondary Project No. [illegible]7(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1946

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted ~~on the~~ revised 11th day of July, 1946, a project statement, which was approved on the 17th day of July, 1946, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [illegible] Section [illegible] of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 22nd day of July 1946; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Sixty thousand five hundred seventy and 00/100 dollars ($60,570.00) as the share of the United States payable under said act on account of ~~Section~~ XXXXXXX XXX of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap 31 laws 1920; Chap 529, laws 1939; (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1169+00 in the NE 1/4, Section 1, T-18-S, R-6-W, W.M. and survey station 1344+50 in the NE 1/4 Section 19, T-18-S, R-5-W, W.M. without exception.

, length 3.323 miles, in Lane County, being SXXXXX XXXOregon Federal Aid Secondary project No. S-247(3), consisting of 3.323 miles of roadway and no bridges, [illegible]f more than 20 feet clear span, [illegible]

10—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives.

16—11379-1

(b) Wherever in the printed language of this agreement the terms "Federal Works Administrator" and "Administrator" appear, they shall be construed to have the same meaning and effect as the terms "Commissioner of Public Roads, Public Roads Administration, Federal Works Agency" and "Commissioner", respectively, to conform to the provisions of the Federal-Aid Highway Act of 1944 and the regulations issued pursuant thereto.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [illegible] .... [illegible] said project shall not in any event exceed the sum of Sixty thousand five hundred seventy and 00/100 dollars ($60,570.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of One hundred four thousand four hundred twenty-eight and 50/100 dollars ($104,428.50), the approved total estimated cost of [illegible] .... [illegible] said project.

PAYMENTS

ARTICLE V. (As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap 529, Laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the 20th day of November, 1946

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Secretary
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

~~[illegible]~~
COMMISSIONER OF PUBLIC ROADS

By
~~Acting Commissioner of Public Roads~~
Division Engineer
U.S. Public Roads Administration

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency a~~s~~ Federal Aid Secondary Project No. S-247(3) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $104,428.50 as the total estimated cost of said project, and the sum of $60,570.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of ~~Washington~~ Portland, Oregon, this 20th day of November one thousand nine hundred and forty-six

~~XXXXXXXXXXXXXXXXXXXXXXXXX~~,
COMMISSIONER OF PUBLIC ROADS

By ~~XXXXXXXXXXXXXXXXXXXXXXXXX~~.
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

Jm

MONTANA
OREGON
[illegible]

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~[illegible]~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
DEC 3 1946
FOR FILING

S-247 [illegible]

October 17, 1946

REFERRED TO
Mr. Probert
[illegible] Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-247(3)
Veneta-Crow Section of the
Territorial Highway.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature. Please return both copies. After Public Roads execution one will be returned for your files with copy of pertinent Treasury Certificate.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

2e
10/25/46

RECEIVED
OCT 1[illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 8 1946
FOR FILING

S-247-3

September 30, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 2 covering the placing of Selected Roadbed Topping at culvert installations and driveways on the Veneta-Crow Section of the Territorial Secondary Highway in Lane County, Contract No. 2832, in connection with Federal Aid Project No. S-247 (3).

This work is necessary pending the completion of plant set-up for producing crushed rock.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS

Encl.

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APR 2 1947
FOR FILING

S-247(3)

September 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Veneta-Crow Section, Project No. S-247 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

JHM:GS
Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-247 (3)

VENETA-CROW SECTION OF THE TERRITORIAL HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1946

Roadway (Sta. 1169+00 to 1344+50)

All Required		Clearing and Grubbing		$ 3,000.00
120	cu. yds.	Trench Excavation, Unclassified	$ 4.00	480.00
15,000	cu. yds.	General Excavation, Unclassified	0.40	6,000.00
13,000	yd. sta.	Short Overhaul	0.02	260.00
350	C-yd. sta.	Long Overhaul	0.40	140.00
2,000	lin. ft.	Rounding Cutbanks	0.30	600.00
3.32	miles	Finishing Roadbed and Slopes	400.00	1,328.00
160	lin. ft.	6" Perforated Metal Drain Pipe	2.00	320.00
40	lin. ft.	12" Corr. Metal Pipe	3.00	120.00
10	lin. ft.	18" Corr. Metal Pipe	4.00	40.00
40	lin. ft.	24" Corr. Metal Pipe	6.00	240.00
280	lin. ft.	12" Concrete Pipe	2.00	560.00
140	lin. ft.	18" Concrete Pipe	3.50	490.00
90	lin. ft.	24" Concrete Pipe	4.50	405.00
50	lin. ft.	36" Concrete Pipe	9.00	450.00
70	lin. ft.	Salvaging Culvert Pipe	3.00	210.00
20	cu. yds.	Rock or Gravel Backfill in Drains	10.00	200.00
20,000	cu. yds.	3" - 0" Material in Base	2.56	51,200.00
2,600	cu. yds.	3/4" - 0" Material in Base	2.56	6,656.00
560	M-gals.	Sprinkling	2.00	1,120.00
3.32	miles	Preparation of Base	300.00	996.00
380	cu. yds.	3/4" - 0" Material in Binder Course	4.00	1,520.00
2,400	cu. yds.	Furnishing and Placing Aggregates	4.50	10,800.00
40	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	1,200.00
60	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	30.00	1,800.00
160	tons	Furnishing and Placing 151-200 Asphalt	30.00	4,800.00
		Subtotal		$ 94,935.00
		10% Engr. & Cont.		9,493.50
		Total		$104,428.50

Length	3.323 miles
Cost per mile	$31,425.97

Federal Aid Secondary Funds- -	$ 60,570.00
State Funds- -	43,858.50
	$104,428.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

VENETA-CROW SECTION

PROJECT NO. S-247 (3)

While negotiations for rights of way are in progress, two parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within twenty days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 16, 1946

NTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

August 14, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your letter of August 9, 1946, we hereby concur in award of contract as of this date to Del R. Beebe Construction Company of Eugene, Oregon, who submitted the low bid on Oregon S-247(3), the Veneta-Crow Section of the Territorial Secondary Highway.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
AUG 1[illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

~~xxxxxxxxxxx~~
Division 8

August 14, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your letter of August 9, 1946 we hereby concur in award of contract as of this date to Del E. Beebe Construction Company of Eugene, Oregon, who submitted the low bid on Oregon S-247(3), the Veneta-Crow Section of the Territorial Secondary Highway.

Very truly yours,

T. M. DAVIS
District Engineer.

RECEIVED
AUG 1[illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

July 30, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of revised estimate to accompany plans and specifications for the Veneta-Crow Section, Project No. S-247 (3), which estimate is to replace the copies sent to you previously.

The estimated unit prices in the enclosed estimate for the items of "3" - 0" Material in Base" and "3/4" - 0" Material in Base" have been revised.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-247 (3)

VENETA-CROW SECTION OF THE TERRITORIAL HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 30, 1946

Roadway (Sta. 1160+00 to 1344+50)

All Required		Clearing and Grubbing		$ 1,500.00
120	cu. yds.	Trench Excavation, Unclassified	$ 3.00	360.00
15,000	cu. yds.	General Excavation, Unclassified	0.50	7,500.00
13,000	yd. stas.	Short Overhaul	0.015	195.00
350	C-yd. stas.	Long Overhaul	0.50	175.00
2,000	lin. ft.	Rounding Cutbanks	0.15	300.00
3.32	miles	Finishing Roadbed and Slopes	350.00	1,162.00
160	lin. ft.	6" Perforated Metal Drain Pipe	1.25	200.00
40	lin. ft.	12" Corr. Metal Pipe	2.00	80.00
10	lin. ft.	18" Corr. Metal Pipe	3.00	30.00
40	lin. ft.	24" Corr. Metal Pipe	4.50	180.00
280	lin. ft.	12" Concrete Pipe	2.00	560.00
140	lin. ft.	18" Concrete Pipe	3.00	520.00
90	lin. ft.	24" Concrete Pipe	4.50	405.00
50	lin. ft.	36" Concrete Pipe	7.50	375.00
70	lin. ft.	Salvaging Culvert Pipe	1.50	105.00
20	cu. yds.	Rock or Gravel Backfill in Drains	4.00	80.00
20,000	cu. yds.	3" - 0" Material in Base	3.50	70,000.00
2,600	cu. yds.	3/4" - 0" Material in Base	3.75	9,750.00
560	M-gals.	Sprinkling	2.00	1,120.00
3.32	miles	Preparation of Base	150.00	498.00
380	cu. yds.	3/4" - 0" Material in Binder Course	4.25	1,615.00
2,400	cu. yds.	Furnishing and Placing Aggregates	4.25	10,200.00
40	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	1,200.00
60	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	30.00	1,800.00
160	tons	Furnishing and Placing 150-200 Asphalt	30.00	4,800.00
74	tons	Furnishing and Placing RT-4 Tar in Binder Course	25.00	(Alternate)
196	tons	Furnishing and Placing RT-9 Tar	25.00	(Alternate)
		Subtotal		$114,710.00
		10% Engr. & Cont.		11,471.00
		Total		$126,181.00

Length	3.323 miles
Cost per mile	$37,972.01

Federal Aid Secondary Funds- -	$ 73,200.00
State Funds- -	52,981.00
	$126,181.00

regon State Highway Department

Federal Aid Secondary
Project No. S-247 (3)

VENETA-CROW SECTION OF THE

TERRITORIAL HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 16, 1946

Roadway (Sta. 1169+00 to 1744+50)

All Required		Clearing and Grubbing		$ 1,500.00	
120	cu. yds.	Trench Excavation, Unclassified	$ 3.00	360.00	
15,000	cu. yds.	General Excavation, Unclassified	0.50	7,500.00	
13,000	yd. stas.	Short Overhaul	0.015	195.00	
350	C-yd. stas.	Long Overhaul	0.50	175.00	
2,000	lin. ft.	Rounding Cutbanks	0.15	300.00	
3.32	miles	Finishing Roadbed and Slopes	350.00	1,162.00	
160	lin. ft.	6" Perforated Metal Drain Pipe	1.25	200.00	
40	lin. ft.	12" Corr. Metal Pipe	2.00	80.00	
10	lin. ft.	18" Corr. Metal Pipe	3.00	30.00	
40	lin. ft.	24" Corr. Metal Pipe	4.50	180.00	
280	lin. ft.	12" Concrete Pipe	2.00	560.00	
140	lin. ft.	18" Concrete Pipe	3.00	520.00	
90	lin. ft.	24" Concrete Pipe	4.50	405.00	
50	lin. ft.	36" Concrete Pipe	7.50	375.00	
70	lin. ft.	Salvaging Culvert Pipe	1.50	105.00	
20	cu. yds.	Rock or Gravel Backfill in Drains	4.00	80.00	
20,000	cu. yds.	3" - 0" Material in Base	3.50 ~~3.10~~	~~62,000.00~~	70,000.00
2,600	cu. yds.	3/4" - 0" Material in Base	3.75 ~~3.25~~	~~8,450.00~~	9750.00
560	M-gals.	Sprinkling	2.00	1,120.00	
3.32	miles	Preparation of Base	150.00	498.00	
380	cu. yds.	3/4" - 0" Material in Binder Course	4.25	1,615.00	
2,400	cu. yds.	Furnishing and Placing Aggregates	4.25	10,200.00	
40	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	1,200.00	
60	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	30.00	1,800.00	
160	tons	Furnishing and Placing 151-200 Asphalt	30.0	4,800.00	
74	tons	Furnishing and Placing RT-4 Tar in Binder Course	25.00	(Alternate)	
196	tons	Furnishing and Placing RT-9 Tar	25.00	(Alternate)	
			Subtotal	~~$105,410.00~~	114710.00
			10% Engr. & Cont.	~~10,541.00~~	11471.00
			Total	~~$115,951.00~~	126,181.00

Length	3.323 miles	
Cost per mile	~~[illegible]~~	37,972.01

Federal Aid Secondary Funds- -	$ 67,250.00	73200.00
State Funds- -	48,701.00	52981.00
	~~$115,951~~.00	126181.00

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

July 22, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Highway Project S-247(3), Veneta - Crow Section of the Territorial Highway in Lane County, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld until the right-of-entry to all unacquired right-of-way is secured.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
JUL 24 1946
OREGON
STATE HIGHWAY COMMISSION

Division 8

July 22, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Highway Project S-647(3), Veneta – Crow Section of the Territorial Highway in Lane County, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld until the right-of-entry to all unacquired right-of-way is secured.

Very truly yours,

T. M. DAVIS
District Engineer.

RECEIVED
JUL 2 [illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

July 16, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Veneta-Crow Section, Project No. S-247(3).

One set of blueprint plans and six bid proposals are being sent under separate cover.

No landscaping work, except rounding of cutbanks, is contemplated for this project. Due to favorable climatic conditions, natural vegetation grows rapidly in this area and nature can be depended upon to provide any needed slope cover in a very short time.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

VENETA-CROW SECTION

PROJECT NO. S-247 (3)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 5, 1946

S-247(3)

UNITED PACIFIC
Insurance Company

Portland Office- 627 Board of Trade Building
Portland 4, Oregon

September 14, 1946

COPY

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: State Highway Contract Bonds - Del R. Beebe

Dear Sir:

In accordance with your telephoned instructions, we have corrected and are enclosing under separate cover the contract bonds above captioned, for the Smithfield-Elmira and Veneta-Crow jobs.

These bonds are now signed by Mr. T.C. Orr, Manager of the Portland Office, who has unlimited power-of-attorney for this company.

Thank you for the assistance you have given us in this matter, and we hope that these bonds will now be found acceptable to your Department.

Very turly yours,

UNITED PACIFIC INSURANCE COMPANY

(Signed)

Stanley W. Hopkins
Fidelity & Surety Dept.
Portland Office

swh

S.247 (3)

UNITED PACIFIC

Insurance Company

Portland Office - 627 Board of Trade Building
Portland 4, Oregon

September 13, 1946

COPY

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: State Highway Contract Bonds - Del R. Beebe

Dear Sir:

On August 14th this company became Surety on two contract bonds for the above contractor, covering work to be performed on the Smithfield-Elmira and Veneta-Crow Highway jobs, on which Mr. Beebe was low bidder.

These bonds were executed by Smith & Crakes, our agents at Eugene, and were sent in to your office, but were returned because incorrectly filled out, and because the limits of the agent's power-of-attorney were not sufficient for a bond of this size.

We contacted your Portland office, and were advised that it will be necessary to secure new pages to be properly filled out, signed by an attorney-in-fact having sufficient limits, and inserted to replace the incorrect sheets. If there is a simpler method of effecting this correction, please advise, but if not please forward the necessary 8 copies of Page 167, and we will make correction as suggested by your Portland office.

We deeply regret this error, and are anxious to do everything in our power to correct it. Any help you can give us in so doing will be greatly appreciated, and thank you very much.

Very truly yours

UNITED PACIFIC INSURANCE COMPANY
(Signed)
Stanley W. Hopkins
Fidelity & Surety Dept.
Portland Office

swh

RECEIVED
SEP 6 1946
FOR FILING

S-2117-3

#9832

Sep. 5, 1946

Del R. Beebe Construction Co.
861 Willamette Street
Eugene
Oregon

Gentlemen:

I am returning to you today, by express, four copies of each of the two contracts recently awarded you by the State Highway Commission for the improvement of the Veneta-Crow and the Smithfield-Elmira Sections of the Territorial Secondary Highway.

These contracts are being returned to you because the surety on your bond failed to execute the copies properly, and the State Insurance Commissioner will not approve them as written, moreover, there is no record in the office of the State Insurance Commissioner that Mr. Laysell has authority to execute a Surety Bond in excess of $25,000.00: Both of these contracts are estimated to cost far in excess of such sum.

Please have the bonds reexecuted by an attorney-in-fact who has authority to write bonds in the amounts of these contracts. The name of the Bonding Company should appear on the bond and directly thereunder should appear the name of the party who is signing as Attorney in fact. The name of the Bonding Company you will note was omitted from the bonds as executed.

We will appreciate your expediting this matter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl
Encl.

P.S.
I enclose a sample bond form, showing how the Bonding Companies usually execute them.

RECEIVED
SEP 4 1946
FOR FILING

S-247-3

August 30, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 1 covering the furnishing and placing of 39 feet of 30-inch concrete pipe at Station 1257+25 on the Veneta-Crow Section of the Territorial Secondary Highway in Lane County, Contract No. 2832, in connection with Federal Aid Project No. S-247 (3).

Corrugated Iron Pipe in place at this station has failed and must be replaced.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS
Encl.

RECEIVED
SEP 10 1946
FOR FILING

S-247(3)

August 16, 1946

Mr. Del R. Beebe
861 Willamette Street
Eugene, Oregon

Dear Mr. Beebe:

Confirming my telegram to you of August 15, the State Highway Commission awarded to you on August 14 the contract for regrading, grading, surfacing, and oiling the Veneta-Crow Section of the Territorial Secondary Highway, in Lane County. This award was based on your low bid of $94,935, using asphalt, submitted on August 7, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
cc - Mr. S. H. Probert
Mr. H. G. Smith
Goldie Lewis

S&C
B

Charge to the account of ________________ $ ____

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

A. N. WILLIAMS, CHAIRMAN OF THE BOARD

JOSEPH L. EGAN, PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

RECEIVED
SEP 1946
FOR FILING

AGENDA
AUG 27 1946

4.2

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

AUGUST 15, 1946

DEL R. BEEBE DBA DEL R. BEEBE CONSTRUCTION COMPANY
841 WILLAMETTE STREET
EUGENE, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU YESTERDAY CONTRACTS FOR SMITHFIELD-ELMIRA AND VENETA-CROW SECTIONS OF TERRITORIAL SECONDARY HIGHWAY LANE COUNTY BASED ON YOUR LOW BIDS SUBMITTED AUGUST 7, 1946. CONTRACT FORMS FOLLOW SHORTLY.

H.B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

dr
Charge

gex confirmed — 2 jobs

RECEIVED
AUG 14 1946
FOR FILING

S-247-3

August 9, 1946

Mr. T. R. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

It being our opinion that construction of the Veneta-Crow Project, S-247 (3), is justifiable under present conditions, we request your concurrence in the award of contract to the Del E. Roche Construction Co. of Eugene, Oregon, on the basis of the bid submitted on August 7th.

This road serves a large agricultural area and in addition is used extensively in the transportation of logs and lumber from the timbered area to the west of the road. The existing surfacing is so light and so badly worn that satisfactory maintenance is impossible in both summer and winter. At times it becomes impassable to heavy hauling in spite of all efforts to keep it usable.

Other portions of the same highway have recently been strengthened by State forces resurfacing operations and the State is depending on the project now under consideration to take care of the Veneta-Crow Unit.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

RECEIVED
AUG 8 1946
FOR FILING

S-247-3

July 30, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of revised estimate to accompany plans and specifications for the Veneta-Crow Section, Project No. S-247 (3), which estimate is to replace the copies sent to you previously.

The estimated unit prices in the enclosed estimate for the items of "3" - 0" Material in Base" and "3/4" - 0" Material in Base" have been revised.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED

[illegible]

S-247-3

July 16, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Veneta-Crow Section, Project No. S-247(3).

One set of blueprint plans and six bid proposals are being sent under separate cover.

No landscaping work, except rounding of cutbanks, is contemplated for this project. Due to favorable climatic conditions, natural vegetation grows rapidly in this area and nature can be depended upon to provide any needed slope cover in a very short time.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

S-215(4) Reconstruct existing bridge 1946
over Mill Cr., Dallas Coast Hwy.
#2833

Files

RECEIVED
JUL 24 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

[illegible]-215(2)

JULY 22, 1947

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	9867	2833	8 FINAL	PHILPOTT & BUCKINGHAM	2,992.49	311859	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

MR. GLAISYER:
YOUR NOTICE OF ACCEPTANCE IS ON FILE WITH US FOR THIS JOB.
AAW

NOTED ON CARD
7-23-47 gl

ACCOUNTING DIVISION

By__________
Bookkeeping Dept.

Approved__________
Secretary

RECEIVED
JUL 14 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

S-215 (4)

Salem, Oregon
June 11, 1947

SUBJECT: Mill Creek Bridge,
Contract No. 2833

To:

Mr. H.B. Glaisyer,
Secretary
OFFICE

The bridge over Mill Creek on the Dallas Coast Highway, Philpott & Buckingham contractors, was completed June 7, 1947. Will you please obtain authorization to make final payment. This is Contract No. 2833.

Very truly yours,

W. A. Reeves fm

W.A. Reeves,
Bridge Office Engineer

WAR/fs
cc: W.A. Reeves
Goldie Lewis

APPROVED
DATE June 17, 1947
HBGlaisyer

RECEIVED
JUN 25 1947
FOR FILING

S-215(4)

June 25, 1947

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency, Agent
Failing Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2431 for work on the Mill Creek Bridge on the Dallas-Coast Highway, in Polk County, has been completed by the contractor, Philpott & Buckingham, and that final payment in the amount of $2,992.49 will be made on or after July 8, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $37,803.49, and that no force account work was performed therein. This contract was completed on June 7 and accepted by the Commission on June 16, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

6-25-47 gl

RECEIVED
JUN 24 1947
FOR FILING

5-215(4)

June 24, 1947

Philpott & Buckingham
1002 S.E. Rex Street
Portland 2
Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 16, 1947, had under discussion your request for an extension of time of 30 days, from May 31 to June 30, 1947, within which to complete your contract No. 2833 covering the Mill Creek Bridge on the Dallas-Coast Highway in Polk County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

I wish also to bring to your attention action taken by the Highway Commission at its meeting on June 16, 1947, with respect to the matter of allowing contractors extensions of time for completion of their work. You will recall that during the wartime emergency when there was a shortage of labor and materials the Commission was very lenient and granted all requests for extensions of time, without penalty. The Commission considers that the conditions which prompted such action no longer exist and in view thereof decided to penalize contractors for failure to complete their projects within the specified time limit, unless there is some special reason why the work could not be completed within such period. I do not know just what penalty will be imposed, but mention the action of the Commission so that you will be informed and can take such action as may be necessary to avoid it.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Eason

Files

RECEIVED
JUN 10 1947
FOR FILING

S-215(4)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1947

SUBJECT: Extension of Time, Mill Creek Bridge No. 1756

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith request for an extension of time for the construction of the Mill Creek Bridge in Polk County, Contract No. 2833. This is accompanied by the concurrence of the Public Roads Administration.

Very truly yours,

GSPaxson
G. S. Paxson
Bridge Engineer

GSP GM
Attached
cc W. A. Reeves

REFERRED TO
Geary — [illegible]
BY SECRETARY

noted

RECEIVED
FEB 18 1947
FOR FILING

215 (4)

February 18, 1947

Philpott & Buckingham
1002 S. E. Rex St.
Portland 2
Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 4, 1947, had under discussion your request for an extension of time of 120 days, from January 31 to May 31, 1947, within which to complete your contract No. 2833 covering reconstruction of Mill Creek Bridge on the Dallas-Coast Highway, in Polk County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

cc: F. D. Bason

RECEIVED
OCT 11 1946
FOR FILING

Aug. 24, 1946

Philpott & Buckingham
1002 S.E. Rex Street
Portland
Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for reconstructing the existing bridge over Mill Creek on the Dallas-Coast Secondary Highway, in Polk County. This award was based on your low bid of $36,960.00 submitted on August 7, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: S.H.Probert
G.S.Paxson
Baldwin Lewis
H.G Smith

account of ______________________ $ File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

A. N. WILLIAMS, CHAIRMAN OF THE BOARD

JOSEPH L. EGAN, PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

AUGUST 24, 1946

PHILPOTT & BUCKINGHAM

1002 S.E. [illegible] STREET

PORTLAND, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR BRIDGE OVER MILL CREEK ON DALLAS-COAST SECONDARY HIGHWAY POLK COUNTY BASED ON YOUR LOW BID SUBMITTED AUGUST 7, 1946. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY

STATE HIGHWAY COMMISSION

gl

Charge

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
SEP 26 1946
FOR FILING

S-215-4

August 22, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your letters of August 8 and 9, 1946, we hereby concur in award of contract as of this date to Philpott and Buckingham, Portland, Oregon, who submitted the low bid for the Mill Creek Bridge on Oregon S-215(4), the Dallas-Coast Secondary Highway.

Very truly yours,

T. M. DAVIS
District Engineer.

By: H A Stoddart
H. A. STODDART
Sr. Highway Engineer.

RECEIVED
AUG 2 6 1946
OREGON
STATE HIGHWAY COMMISSION

S [illegible] sent to Baldock

S-79(1) Cline Falls-Tumalo Sec., Cline 1946
Falls Second. Hwy.
#2834

R. H. Baldock

OCT 16 1947

FOR FILING

NOTED eptember 22nd, 1947
State Highway Engineer

Contract #2834
Cline Falls-Tumalo

S-79(1)

FINAL COST ANALYSIS
Regrading, Surface & Oil
T. W. Thomas, Contractor
A. A. Fossen, Resident Engineer

Prefix 109-1019
Cline Falls Secondary Highway

Description	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
~~Clearing & Grubbing~~	All				$583.41	$2,000.00
Structural Excavation	131	Cu. Yd.	$2.36	$3.00	309.54	393.00
Trench Excavation	298.9	" "	1.82	2.00	545.13	597.80
General Excavation	49,718	" "	0.363	0.45	19,018.37	22,373.10
Short Overhaul	158,251.5	Yd. Sta.	0.015	0.015	2,373.77	2,373.77
Long Overhaul	8,866	C. Yd. Sta.	0.45	0.45	3,989.70	3,989.70
Grader Work	213	Sta.	5.65	10.00	1,203.91	2,130.00
Finishing Roadbed & Slopes	6.03	Mile	202.08	250.00	1,218.51	1,507.50
Rounding Cutbanks	3,129	Lin. Ft.	0.11	0.15	338.91	469.35
18" Corr. Metal Pipe	430	" "	3.55	3.50	1,530.65	1,505.00
18" " " Siphon Pipe	60	" "	4.72	3.50	283.73	210.00
12" Concrete Pipe	114	" "	1.94	2.50	220.79	285.00
24" " "	24	" "	5.33	5.00	127.83	120.00
Salvaging Culvert Pipe	92	" "	1.01	1.00	92.41	92.00
Concrete End Basins	2.96	Cu. Yd.	51.27	50.00	151.76	148.00
Pit Run Gravel	36,380	Cu. Yd.	0.53	0.85	19,458.38	30,923.00
Sprinkling	1,299.54	M-Gal.	1.99	2.50	2,591.07	3,248.85
*Preparation of Base	10.06	Mile	95.30	150.00	958.76	1,509.00
*Mineral Aggregates	5,076	Cu. Yd.	3.30	4.50	16,758.79	22,842.00
*151-200 Asphalt	398.49	Ton	32.20	32.50	12,832.87	12,950.93
*RC-3 Asphalt	130.25	"	32.26	32.50	4,202.34	4,233.13
PA #1, 30" Concrete Pipe	12	Lin. Ft.	6.65	6.00	79.90	72.00
PA #2, 8" Metal Siphon	120	" "	1.83	2.00	220.18	240.00
PA #2, Concrete Pressure Boxes	2	Each	64.76	65.00	129.53	130.00

NOTED
W. C. WILLIAMS

Description	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #3, Purchase Excess Oiling Aggregate	203.7	Cu. Yd.	$2.00	$2.00	$407.40	$407.40
Hauling Aggregate	1,018.5	Yd. Mi.	0.10	0.10	101.85	101.85
					$88,922.11	$115,051.88

	Work Done by Thomas	Work Done by Compton	Total
Gross Revenue	$88,744.82	$26,307.06	$115,051.88
Total Cost	65,180.16	23,741.95	88,922.11
Net Profit	$23,564.66	$2,565.11	$26,129.77
Net Profit Equals	26.6%	9.8%	22.7%

*Subcontracted to J. C. Compton

Tumalo-Cline Falls

Detail of Cost
T. W. Thomas

Labor:

Labor & Supervision	$15,717.52	
State Industrial Accident Insurance	342.39	
Social Security	152.18	
Unemployment Insurance	456.53	
		$16,668.62

Materials:

18" Corr. Iron Pipe	430	Lin. Ft. at	$1.82	$782.60	
18" Bands	21	Each "	2.65	55.65	
18" Siphon Pipe	60	Lin. Ft. "	2.67	160.20	
18" " " Bands	3	Each "	3.51	10.53	
12" Concrete Pipe	114	Lin. Ft. "	1.05	119.70	
18" " "	57	" " "	2.25	128.25	
24" " "	24	" " "	3.16	75.84	
30" " "	12	" " "	4.35	52.20	
8" Corr. Metal Siphon Pipe	120	" " "	1.02	122.40	
8" Bands for Siphon Pipe	6	Each "	1.32	7.92	
Mineral Aggregate	5,280	Cu. Yd. "	2.00	10,560.00	
Crushed Gravel Rejects	951	" " "	0.18	171.18	
					12,246.47

Equipment Rental & Miscellaneous Expense:

Equipment Rental, Owned	$4,320.00	
" " , Hired	12,301.34	
Hired Trucks	6,063.63	
Gas, Oil & Grease	2,256.57	
Freight & Cartage	1,932.00	
Small Tools & Misc. Supplies	2,643.83	
Explosives & Drilling	1,800.00	
Public Liability Insurance	254.70	
Office Expense	378.55	
Home Office & General Overhead	3,451.56	
Bond	862.89	
		36,004.07

T. W. Thomas - Total Cost $65,180.16

Cline Falls-Tumalo

Detail of Cost
J. C. Compton, Oiling Subcontractor

Labor:			
Supervision		$536.91	
Labor		5,565.31	
State Industrial Accident Insurance		238.44	
Unemployment Insurance		185.80	
Social Security		61.93	
			$6,588.39
Materials:			
RC-3 Road Oil	130.25 Tons at $15.50	$2,018.88	
Freight on RC-3	130.25 " " 6.00	781.50	
151-200 Asphalt	398.49 " " 15.46	6,160.66	
Freight on Asphalt	398.49 " " 6.00	2,390.94	
			11,351.98
Equipment Rental & Miscellaneous Expense:			
Equipment Rental		$3,340.51	
Gas, Oil & Grease		1,494.70	
Small Tools & Misc. Supplies		280.05	
Public Liability Insurance		63.31	
Office & Expense Accounts		91.65	
Home Office & General Overhead		531.36	
			5,801.58
J. C. Compton - Total Cost			$23,741.95

Cline Falls-Tumalo

Remarks:

This project, which required the regrading, surfacing and oiling of the Cline Falls Secondary Highway, was bid on August 6th, 1946, and awarded on August 24th. The contractor started work on September 30th, 1946, and completed the project on August 31st, 1947.

The clearing consisted of removing sagebrush and some juniper trees. Hand labor and a cat and dozer accomplished this work and a good profit was derived from this item.

The general excavation was moved by two AC cats equipped with 12-yard scrapers and a 3/4-yard shovel loading into light hired trucks. The bulk of the excavation was common material that handled easily with this equipment but some of the smaller cuts were in tough lava rock requiring drilling and shooting. However, the contractor maintained a good production rate and this item shows a fair profit.

Pit run gravel was secured from three sources; one, the pit at M.P. 107.34 on the McKenzie Highway; two, a pit adjacent to the job at Station 300; and three, a roadway cut one mile from the south end of the project. Average haul was approximately 1.5 miles. The 3/4-yard shovel loaded this material into light hired trucks and production averaged 120 cu. yds. per hour. Due to the high rate of production the contractor made excellent profit on this item.

The oiling work was subcontracted to J. C. Compton. The oil was delivered at Redmond and hauled an average of 11.0 miles to the job. The mineral aggregate was loaded with a ½-yard shovel and hauled by the contractor's light trucks. As this was the first oiling job of the season for the contractor, the costs are higher than they would be with a well organized crew.

The grading contractor made an excellent profit on his work due to good supervision and consistently high production. He also had the adjacent Tumalo-Deschutes project under contract which enabled him to spread his move in costs between the jobs and to shift his equipment as required.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
SEP 5 1947
FOR FILING
5-79(1)

September 4, 1947

Maryland Casualty Company
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2834 for work on the Cline Falls-Tumalo Section of the Cline Falls Secondary Highway, in Deschutes County, has been completed by the contractor, T. W. Thomas, and that final payment in the amount of $3,346.35 will be made on or after September 15, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $115,051.88, and that no force account work was performed therein. This contract was completed on May 23 and accepted by the Commission on June 17, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
9-4-47 JC

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JUL 9 1947
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[illegible]

July 8, 1947

Maryland Casualty Company
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to T. W. Thomas, on contract No. 2834, covering the Cline Falls-Tumalo Section of the Cline Falls Secondary Highway in Deschutes County. This payment, in the amount of $16,655.34, will be made on or after July 18, 1947. The retained percentage is $3,454.81.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

7-8-47 gl

Form E-1—5M—12-45

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 28,1947, 19

Section Cline Falls-Tumalo

Highway Cline Falls Secondary

Contractor T.W.Thomas

Date of contract August 24,1946, 19

Date work started September 20,1946, 19

Amount of contract $123321.50

Estimated cost of completed project, exclusive of engineering

Per cent of contract completed, based on total contract price

Engineering cost to date, $ 7111, 6.18 (on cost) %

Kind of work Grading Surfacing Oiling

Section prefix 109-1019

Contract number 2834

Date of completion August 31,1947, 19

Estimated date of completion Completed, 19

Per cent of time elapsed $\frac{273}{372}$ 73.4 %

Semi-final Estimate $ 115175.34

%

Date project was completed May 23,1947, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate and the necessary data was submitted to the Bend Division office on Tuesday June 24.

Final Report

NOTED R.H.S.

JUN 30 1947

NOTED H.W. LIEZY

NOTED E.A.

Signed A. A. Gossen

Address 1290-Wall St BEND

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.03	10.06	Grader Work 4.03	10.06	
Miles partially completed					
Miles completed	6.03	10.06	4.03	10.06	
Total estimated quantities	52000	39300		5100 cy agg 540 Tons Asphalt	
Estimated quantities moved or placed to date	49655.9	36380		5076 cy agg 528.74 Tons Asph.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~XXXXXXXXX~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
NOV 27 1946
FOR FILING

S-79(1)

Jm

November 21, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement and certificate for Oregon Federal Aid Secondary Project No. S-79(1), Cline Falls-Tumalo Section of the Cline Falls Highway.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
NOV 23 1946
OREGON
STATE HIGHWAY COMMISSION

Tos

Form P. R. 2
State Oregon WA8DI 7r34
Federal Aid Secondary Project No. S-79(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1946

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 24th day of June, 1946, a project statement, which was approved on the 20th day of July, 1946, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ______ ~~of~~said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 22nd day of July 1946; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Seventy-eight thousand six hundred eighty and 00/100 dollars ($78,680.00) as the share of the United States payable under said act on account of ~~Section~~ ______ ~~of~~said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 173, Laws 1917, Chap. 31, Laws 1920, Chap. 580, Laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 in the NE 1/4 Section 14, T-15-S, R-12-E, W.M. and survey station 535+51.6 in the NE 1/4 Section 31, T-16-S, R-12-E, W.M., without exception.

length 10.042 miles, in Deschutes County, being ~~Section~~ of Oregon Federal Aid Secondary project No. S-79(1), consisting of 10.042 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives.

16—11379-1

(b) Wherever in the printed language of this agreement the terms "Federal Works Administrator" and "Administrator" appear, they shall be construed to have the same meaning and effect as the terms "Commissioner of Public Roads, Public Roads Administration, Federal Works Agency" and "Commissioner", respectively, to conform to the provisions of the Federal-Aid Highway Act of 1944 and the regulations issued pursuant thereto.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ .... ~~and~~ said project shall not in any event exceed the sum of Seventy-eight thousand six hundred eighty and 00/100 dollars ($ 78,680.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of One hundred thirty-five thousand six hundred fifty-three and 65/100. dollars ($ 135,653.65), the approved total estimated cost of ~~Section~~ .... ~~and~~ said project.

PAYMENTS

ARTICLE V. (As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of

Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the 20th day of November, 19 46

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Secretary
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

~~[illegible]~~
COMMISSIONER OF PUBLIC ROADS

By
~~[illegible]~~
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 8—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. S-79(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 135,653.65 as the total estimated cost of said project, and the sum of $78,680.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of ~~Washington~~ Portland, Oregon this 20th day of November one thousand nine hundred and forty-six

~~Federal Works Administrator~~
COMMISSIONER OF PUBLIC ROADS

By

~~[illegible] of Public Roads~~
Division Engineer
U. S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

RECEIVED
OCT 23 1946
FOR FILING

S-79(1)

October 18, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 1 covering the furnishing and installing 12 lin. ft. of 30 inch concrete pipe at Station 42 + 00 on the Cline Falls-Tumalo Section of the Cline Falls Highway in Deschutes County, Contract No. 2834, in connection with Federal Aid Project No. S-79 (1).

The plans call for an extension of 12 feet to be placed on 24 inch concrete pipe at this location. We are informed by our Engineer that this is in error and 30 inch pipe is required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

[illegible]

Dm

MONTANA
OREGON
[illegible]

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
DEC 3 1946
FOR FILING
S-79(1)

October 17, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

REFERRED TO
Mr. Probert

Oregon S-79(1).
Cline Falls-Tumalo Section of the
Cline Falls Highway.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature. Please return both copies. After Public Roads execution one will be returned for your files with copy of pertinent Treasury Certificate.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By: J Caufield
W. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
OCT 18 1946
STATE HIGHWAY COMMISSION

Do C
10/25/46

RECEIVED
APR 2 1947
FOR FILING

S-79 (1)

September 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Cline Falls-Tumalo Section, Project No. S-79 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JMM:GS
Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-79 (1)

CLINE FALLS-TUMALO SECTION OF THE CLINE FALLS HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1946

All Required		Clearing and Grubbing		$ 2,000.00
130	cu. yds.	Structural Excavation, Unclassified	$ 3.00	390.00
320	cu. yds.	Trench Excavation, Unclassified	2.00	640.00
52,000	cu. yds.	General Excavation, Unclassified	0.45	23,400.00
175,000	yd. sta.	Short Overhaul	0.015	2,625.00
20,700	C-yd. sta.	Long Overhaul	0.45	9,315.00
230	sta.	Grader Work	10.00	2,300.00
6.03	miles	Finishing Roadbed and Slopes	250.00	1,507.50
3,100	lin. ft.	Rounding Cutbanks	0.15	465.00
170	lin. ft.	18" Corr. Metal Pipe	3.50	595.00
70	lin. ft.	18" Corr. Metal Siphon Pipe	3.50	245.00
90	lin. ft.	12" Concrete Pipe	2.50	225.00
200	lin. ft.	18" Concrete Pipe	3.50	700.00
60	lin. ft.	24" Concrete Pipe	5.00	300.00
200	lin. ft.	Salvaging Culvert Pipe	1.00	200.00
5	cu. yds.	Concrete End Basins	50.00	250.00
39,300	cu. yds.	Pit-run Gravel in Base	0.85	33,405.00
1,100	M-gals.	Sprinkling	2.50	2,750.00
10.06	miles	Preparation of Base	150.00	1,509.00
5,100	cu. yds.	Furnishing and Placing Aggregates	4.50	22,950.00
220	tons	Furnishing and Placing 151-200 Asphalt	32.50	7,150.00
130	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	32.50	4,225.00
190	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	32.50	6,175.00
		Subtotal		$123,321.50
		10% Engr. & Cont.		12,332.15
		Total		$135,653.65

Length of Roadway 10.062 miles
Cost per mile $13,481.77

Federal Secondary Funds- -	$ 78,680.00
State Funds- -	56,973.65
	$135,653.65

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

July 22, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project Federal Aid Secondary Project No. S-79(1), Cline Falls - Tumalo Section of the Cline Falls Highway in Deschutes County, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld until the right-of-entry to all unacquired right-of-way is secured.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer.

RECEIVED
JUL 2 1946
OREGON
STATE HIGHWAY COMMISSION

July 19, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of special provision sheet number 2 for the Cline Falls-Tumalo Section, Project No. S-79 (1), on which page the specification has been revised covering payment for clearing and grubbing work.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

July 13, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Cline Falls-Tumalo Section, Project No. S 79 (1).

One set of blueprint plans and six bid proposals are being sent under separate cover.

No landscaping work, excepting rounding cutbanks, is contemplated for this project. The volume of traffic served does not justify expenditure for beautification as climatic conditions are such that no erosion difficulties that might be overcome by seeding of slopes are anticipated.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS
Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-79 (1)

CLINE FALLS-TUMALO SECTION OF THE
CLINE FALLS HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 12, 1946

All Required		Clearing and Grubbing		$ 1,500.00
130	cu. yds.	Structural Excavation, Unclassified	$ 3.00	390.00
320	cu. yds.	Trench Excavation, Unclassified	3.00	960.00
52,000	cu. yds.	General Excavation, Unclassified	0.60	31,200.00
175,000	yd. stas.	Short Overhaul	0.015	2,625.00
20,700	C-yd. stas.	Long Overhaul	0.40	8,280.00
230	sta.	Grader Work	20.00	4,600.00
6.03	miles	Finishing Roadbed and Slopes	350.00	2,110.50
3,100	lin. ft.	Rounding Cutbanks	0.12	372.00
170	lin. ft.	18" Corr. Metal Pipe	3.00	510.00
70	lin. ft.	18" Corr. Metal Siphon Pipe	3.50	245.00
90	lin. ft.	12" Concrete Pipe	2.00	180.00
200	lin. ft.	18" Concrete Pipe	3.00	600.00
60	lin. ft.	24" Concrete Pipe	4.50	270.00
200	lin. ft.	Salvaging Culvert Pipe	1.50	300.00
5	cu. yds.	Concrete End Basins	45.00	225.00
39,300	cu. yds.	Pit-run Gravel in Base	0.80	31,440.00
1,100	M-gals.	Sprinkling	2.50	2,750.00
10.06	miles	Preparation of Base	150.00	1,509.00
5,100	cu. yds.	Furnishing and Placing Aggregates	3.50	17,850.00
220	tons	Furnishing and Placing 151-200 Asphalt	33.00	7,260.00
130	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	33.00	4,290.00
190	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	33.00	6,270.00
			Subtotal	$125,736.50
			10% Engr. & Cont.	12,573.65
			Total	$138,310.15

Length of Roadway 10.062 miles
Cost per mile $13,745.79

Federal Secondary Funds- -$ 72,000.00
State Funds- 66,310.15
$138,310.15

CLINE FALLS-TUMALO SECTION

PROJECT NO. S-79 (1)

While negotiations for rights of way are in progress, six parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be fully acquired within twenty days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 12, 1946

TUMALO-CLINE FALLS SECTION

PROJECT NO. S-79 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 5, 1946

RECEIVED
OCT 11 1946
FOR FILING

5-77(1)

AGENDA
SEP 23 1946

4.5

Aug. 24, 1946

Mr. T. W. Thomas
Imperial Hotel
Portland
Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for regrading, surfacing and oiling on the Cline Falls-Tumalo Section of the Cline Falls Secondary Highway, in Deschutes County. This award was based on your low bid of $123,321.50 submitted on August 6, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: S. E. Probert
H. G. Smith
Goldie Lewis

Get confirmed

5+C

Files

Charge to the account of ______________________ $ ______

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS, CHAIRMAN OF THE BOARD

JOSEPH L. EGAN, PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

AUGUST 24, 1946

T. W. THOMAS

IMPERIAL HOTEL

PORTLAND 5, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACTS FOR CLINE FALLS-TUMALO SECTION OF CLINE FALLS SECONDARY HIGHWAY AND TUMALO-DESCHUTES SECTION OF TUMALO-DESCHUTES SECONDARY HIGHWAY IN DESCHUTES COUNTY BASED ON YOUR LOW BID SUBMITTED ON AUGUST 6,1946. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY

STATE HIGHWAY COMMISSION

gl

Charge

RECEIVED
SEP 26 1946
FOR FILING

S-79(1)

September 25, 1946

Mr. T. V. Thomas
Imperial Hotel
Portland 5, Oregon

Dear Sir:

In compliance with your request of September 23 we are today mailing, under separate cover, one set of plans for each of the following listed projects:

Cline Falls-Tumalo Section, Contract No. 2834
Tumalo-Deschutes Section, Contract No. 2835

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by M. C. Wood/JP

Copy filed with
Contract 2835

LEPHONE ATWATER 7221
EXTENSION 717

T. W. THOMAS
CONTRACTOR
ROAD AND HIGHWAY CONSTRUCTION
IMPERIAL HOTEL
PORTLAND 5, OREGON

Sept.23,1946

Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please send a set of plans with the sketch maps for the projects Cline Falls-Tumalo Section of the Cline Falls Secondary Highway and the Tumalo-Deschutes Section of the Tumalo-Deschutes Secondary Highway.

Very truly yours,

T. W. Thomas
T. Estes, Bkkpr

RECEIVED
SEP 25 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 16 1946
FOR FILING

S-77-1

September 14, 1946

Mr. T. W. Thomas
Imperial Hotel
Portland 5, Oregon

Dear Sir:

In compliance with your request of September 10 we are today mailing, under separate cover, one set of specifications for each of the following listed projects:

Cline Falls-Tumalo Section, Contract No. 2834
Tumalo-Deschutes Section, Contract No. 2835

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by M. C. Wood/JF

copy filed: S-82-1

TELEPHONE ATWATER 7221
EXTENSION 717

T. W. THOMAS
CONTRACTOR
ROAD AND HIGHWAY CONSTRUCTION
IMPERIAL HOTEL
PORTLAND 5, OREGON

Sept.10,1946

Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I would like to have an additional set of high-specifications for the two following highway contracts awarded me: Cline Falls-Tumalo Section of the Cline Falls Secondary Highway and the Tumalo-Deschutes Section of the Tumalo-Deschutes Secondary Highway.

Please send them to my Portland address as above.

Very truly yours,

T. W. Thomas
Tine Estes, Bkkpr.

Mailed 9-12 [illegible]

[illegible]

RECEIVED
SEP 14 1946
OREGON
STATE HIGHWAY COMMISSION

FORM [illegible]

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

S-79 (1)

Aug. 24, 1946

Mr. T. W. Thomas
Imperial Hotel
Portland
Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for regrading, surfacing and oiling on the Cline Falls-Tumalo Section of the Cline Falls Secondary Highway, in Deschutes County. This award was based on your low bid of $123,321.50 submitted on August 6, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: S. H. Probert
H. O. Smith
Goldie Lewis

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
SEP 26 1946
FOR FILING

S-79-1

August 22, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your letter of August 14, 1946, we hereby concur in award of contract as of this date to T. W. Thomas, Portland, Oregon, who submitted the low bid on Oregon S-79(1), the Cline Falls - Tumalo Section of the Cline Falls Secondary Highway.

Very truly yours,

T. M. DAVIS
District Engineer.

By: H A Stoddart
H. A. STODDART
Sr. Highway Engineer.

RECEIVED
AUG 23 1946
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Mr. Baldock

RECEIVED

FOR FILING

S-79(1)

August 14, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

Believing that reconstruction of the Cline Falls-Tumalo Section, Project S - 79 (1) is warranted under conditions now obtaining, we request your concurrence in the award of contract to T. W. Thomas of Portland on the basis of the bid submitted on August 6, 1946.

This section of highway is of very great importance to the agricultural area which it serves and the people of that area have awaited the rebuilding and oiling of the highway for many years. The work involved in the improvement requires no considerable amount of either labor or manufactured materials and it is difficult to conceive how its contracting at this time could have the slightest influence on any inflationary trend. The work is not in any way competitive with the building of homes for veterans.

Other factors to be considered in connection with this project are that the call for bids was issued before the federal restrictive on construction was made public, contractors went to the trouble and expense of preparing bids, and the bids were satisfactory. Under such circumstances there is an obligation on the part of the State and the Federal Government to proceed in good faith with the award of the contract. The situation involved is not one that warrants making retro-active, the PRA requirement in regard to essentiality.

In view of the foregoing considerations, we think that there is ample justification for the award of the contract and we ask that you proceed accordingly.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

S-82(1) Tumalo-Deschutes Sec., Tumalo- 1946
Deschutes Secon. Hwy.
#2835

R.H. Baldock

S-72(1)

September 8th, 1947

FINAL COST ANALYSIS
Regrade, Surface and Oil

Prefix 109-1020
Tumalo-Deschutes Secondary Highway

Contract #2835
Tumalo-Deschutes

T. V. Thomas, Contractor
A. A. Fossen, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	All				$1,482.97	$2,000.00
Structural Excavation	156	Cu. Yd.	$1.61	$2.50	251.57	390.00
Trench "	124.9	" "	1.82	2.50	226.80	312.25
Borrow "	17,249.2	" "	0.308	0.40	5,320.75	6,899.68
General "	29,408.2	" "	0.309	0.40	9,100.12	11,763.28
Short Overhaul	198,932.9	Yd. Sta.	0.015	0.015	2,983.99	2,983.99
Long "	6,333.2	C-Yd. Sta.	0.50	0.50	3,166.60	3,166.60
Rounding Cutbanks	1,040	Lin. Ft.	0.07	0.15	75.96	156.00
Finishing Roadbed & Slopes	3.85	Mile	216.65	250.00	834.09	962.50
18" Corr. Metal Pipe	188	Lin. Ft.	3.61	4.00	679.30	752.00
18" " " Siphon Pipe	140	" "	4.80	3.50	672.49	490.00
22" " " Arch Type Pipe	282	" "	4.14	4.50	1,167.22	1,269.00
12" Concrete Pipe	51	" "	1.91	2.25	97.25	114.75
18" " "	63	" "	3.23	3.50	203.37	220.50
30" " "	18	" "	6.65	6.00	119.64	108.00
Salvaging Culvert Pipe	39	" "	1.51	1.50	59.03	58.50
Concrete End Basins	10.47	Cu. Yd.	50.25	50.00	526.16	523.50
1½"-0" Gravel in Surfacing	4,170	" "	0.69	1.25	2,871.80	5,212.50
Sprinkling	601.58	M-Gal.	2.06	2.50	1,237.47	1,503.95
*Preparation of Base	3.85	Mile	152.63	150.00	587.64	577.50
*Mineral Aggregate	2,074	Cu. Yd.	3.60	4.00	7,467.64	8,296.00
*151-200 Asphalt	147.49	Ton	33.07	32.50	4,877.65	4,793.43
*RC-3 Road Oil	49.48	Ton	33.07	32.50	1,636.39	1,608.10

NOTED
W. C. WILLIAMS

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #1, Gravel in Base	7,617	Cu. Yd.	$0.32	$0.60	$2,451.60	$4,570.20
PA #1, Hauling Gravel	24,570	Yd. Mi.	0.129	0.10	3,170.49	2,457.00
PA #2, Barbed Wire Fence	145.45	Rod	1.85	1.50	269.36	218.18
					$51,537.35	$61,407.41

Gross Revenue	$61,407.41
Total Cost	51,537.35
Net Profit	$9,870.06

Net Profit Equals 16.1% of Gross Revenue

Tumalo-Deschutes

Labor:

Supervision and Labor	$9,[illegible]
State Industrial Accident Insurance	202.22
Unemployment Insurance	[illegible]
Social Security	89.88

Materials:

18" Corr. Iron Pipe	188	lin. ft.	at $1.8[illegible]	$342.16	
18" Bands	15	each	" 2.[illegible]	39.75	
18" Corr. Iron Siphon Pipe	1[illegible]0	lin. ft.	" 2.67	373.80	
18" Bands	[illegible]	each	" 3.[illegible]	42.12	
22" Arch Type C.I.P.	282	lin. ft.	" 2.39	673.98	
22" Bands	[illegible]	each	" 3.[illegible]	60.80	
12" Concrete Pipe	51	lin. ft.	" 1.05	53.55	
18" " "	63	" "	" 2.25	141.75	
30" " "	18	" "	" 4.35	78.30	
Barbed Wire	3	spools	" 18.00	54.00	
Mineral Aggregate	2,074	cu. yd.	" 2.00	4,148.00	
					6,008.21

Equipment Rental & Miscellaneous Expense:

Equipment Rental (Owned)	$3,134.00	
" " (Hired)	10,393.08	
Hired Trucks, Not Including Operators	3,907.63	
Gas, Oil & Grease	1,128.29	
Miscellaneous Supplies & Small Tools	1,719.73	
Move In, Freight & Cartage	966.00	
Bond	460.56	
Public Liability Insurance	127.35	
Explosives & Drill Steel	724.12	
Office Expense	378.56	
Home Office & General Overhead	1,842.22	
		24,781.54

J. C. Compton, Oiling Sub-Contractor:

Preparation of Base	3.85	Mile at $150.00	$577.50	
Placing Mineral Aggregate	2,074	cu. yd. at $1.50	3,111.00	
Furn. & Place Asphalt	196.97	Ton at $32.50	6,401.53	
Sprinkling	92	M-Gal. at $2.50	230.00	
				10,320.03

Total Cost $51,537.35

Tumalo-Deschutes

Detail of Cost

Labor:

Supervision and Labor	$9,865.84	
State Industrial Accident Insurance	202.22	
Unemployment Insurance	269.63	
Social Security	89.88	$10,427.57

Materials:

18" Corr. Iron Pipe	188	lin. ft. at	$1.82	$342.16	
18" Bands	15	each "	2.65	39.75	
18" Corr. Iron Siphon Pipe	140	lin. ft. "	2.67	373.80	
18" Bands	12	each "	3.51	42.12	
22" Arch Type C.I.P.	282	lin. ft. "	2.39	673.98	
22" Bands	20	each "	3.04	60.80	
12" Concrete Pipe	51	lin. ft. "	1.05	53.55	
18" " "	63	" " "	2.25	141.75	
30" " "	18	" " "	4.35	78.30	
Barbed Wire	3	spools "	18.00	54.00	
Mineral Aggregate	2,074	cu. yd. "	2.00	4,148.00	6,008.21

Equipment Rental & Miscellaneous Expense:

Equipment Rental (Owned)	$3,134.00	
" " (Hired)	10,393.08	
Hired Trucks, Not Including Operators	3,907.63	
Gas, Oil & Grease	1,128.29	
Miscellaneous Supplies & Small Tools	1,719.73	
Move In, Freight & Cartage	966.00	
Bond	460.56	
Public Liability Insurance	127.35	
Explosives & Drill Steel	724.12	
Office Expense	378.56	
Home Office & General Overhead	1,842.22	24,781.54

J. C. Compton, Oiling Sub-Contractor:

Preparation of Base	3.85	Mile at $150.00	$577.50	
Placing Mineral Aggregate	2,074	cu. yd. at $1.50	3,111.00	
Furn. & Place Asphalt	196.97	Ton at $32.50	6,401.53	
Sprinkling	92	M-Gal. at $2.50	230.00	10,320.03

Total Cost $51,537.35

Tumalo-Deschutes

Remarks:

This contract required the regrading, surfacing and oiling of a 3.85-mile section of the Tumalo-Deschutes Secondary Highway. It was bid on August 6th, 1946, and awarded on August 24th. The contractor started the work on November 13th, 1946, and the project was completed on May 23rd, 1947.

The clearing work required the disposal of some sagebrush and also the removal of float rock and loose boulders from the shoulder areas. A cat and dozer and hand laborers cleared the sagebrush and loose rocks were loaded into a truck by hand labor and with a scoopmobile loader.

Excavation was mainly in a single large cut containing gravel and pumice and a few small cuts which contained some lava rock which required drilling and shooting. Two A.C. cats pulling 12-yard carryalls excavated for short hauls in both the excavation and borrow areas. The material requiring longer hauling was loaded by a 3/4-yard shovel and hauled by 5- and 6-yard hired trucks. The contractor made a good profit on the excavation items due to steady production and to the small proportion of solid rock.

Gravel surfacing was substituted for the specified cinders on a price agreement. This material was secured both from a gravel cut on the adjacent Tumalo-Cline Falls project and from the gravel pit at M.P. 13.75 on the McKenzie Highway. This material was loaded with the 3/4-yard shovel and hauled by light hired trucks. Production averaged 107 cu. yds. per hour and the contractor made a good profit on the loading and street work but the hauling shows a loss. The 1½" - 0" leveling course material was secured from the pit at M.P. 13.75 and was loaded and hauled with the same equipment as the gravel surfacing. The production rate improved to 120 yards per hour and the contractor made an excellent profit on the item.

Mineral aggregate was purchased at the Suhre plant at Tumalo for $2.00 per cu. yd. in stockpile. The oiling work was sub-contracted to J. C. Compton and the oil was delivered to him at Redmond.

The contract shows a good profit although most of the equipment used was rented by the contractor. Good supervision and well organized work were the factors in making this a profitable job.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

Files

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SEP 2 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 29, 1947

S-82(1)

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	11984	2835	Est 8 Final	T. W. Thomas	1,850.88	314133	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer

Your notice of acceptance is on file with us for this job.

asw

NOTED ON CARD
9-2-47

ACCOUNTING DIVISION

By____________
Bookkeeping Dept.

Approved____________
Secretary

RECEIVED
AUG 13 1947
FOR FILING

S-42(1)

August 11,1947

Maryland Casualty Company
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2835, for work on the Tumalo-Deschutes Section of the Tumalo-Deschutes Section of the Tumalo-Deschutes Secondary Highway, in Deschutes County, has been completed by the contractor, T.W. Thomas, and that final payment in the amount of $1,850.88 will be made on or after August 21, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For you information we wish to advise that the total contract amount is $61,407.41, and that no force account work was performed therein. This contract was completed on May 23, 1947 and accepted by the Commission on July 22, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JUL 21 1947
FOR FILING

- 82(1)

July 17, 1947

Maryland Casualty Company
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to T.W. Thomas on contract No. 2831, covering the Tumalo-Deschutes Section of the Tumalo-Deschutes Secondary Highway in Deschutes County. This payment, in the amount of $7,233.84, will be made on or after July 28, 1947. The retained percentage is $1,841.95.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
7-17-47 gl

Form E-1—5M—12-45

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 14, 1947

Section Tumalo-Deschutes

Kind of work Grading Surfacing Oiling

Highway Tumalo-Deschutes Secondary

Section prefix 109-1020

Contractor T.W.Thomas

Contract number 2835

Date of contract August 24, 1946

Date of completion August 31,1947, 19

Date work started November 13, 1946

Estimated date of completion , 19

Amount of contract $ 64217.50

Per cent of time elapsed 273/373 73.2 %

Estimated cost of completed project, exclusive of engineering add items $600. This office semi-final $ 61398.48

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3500, 5.7 %

Date project was completed May 23,1947, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final computations completed and the estimate was submitted to the Bend Division office on June 12.

Final report.

Wm.E. Chandler Division Engineer visited the project on Wednesday

B.P.R Engineer W.H.Schwiesow inspected the project on Friday.

NOTED
E. A. [illegible]

JUN 16 1947

NOTED
H. W. LIBBY

Signed

Address 1290-Wall St. BEND.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.85	3.85		3.87	
Miles partially completed					
Miles completed	3.85	3.85		3.87	
Total estimated quantities	53100	12900		1940 min.agg 200 tons asphalt	
Estimated quantities moved or placed to date	46653.2	11787		2074 min.agg 196.97 tons asph.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JAN 28 194
FOR FILING

January 21, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 1 covering substitution of 7,440 cu. yds. of gravel for 6,600 cu. yds. of cinders in Item No. 18 and change of haul quantities in Item No. 19 from 19,600 yd. mi. to 24,760 yd. mi. on the Tumalo-Deschutes Section of the Tumalo-Deschutes Secondary Highway; Contract No. 2835, in connection with Federal Aid Project No. S-82 (1).

Mr. Stoddard is acquainted with the details in this change of plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

DHP:SM

Encl.

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[illegible]
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
NOV 27 1946
FOR FILING

S-82(1)

November 21, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-82(1)
Tumalo-Deschutes Section
Tumalo-Deschutes Highway.

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement and certificate for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
NOV 23 1946
OREGON
STATE HIGHWAY COMMISSION

Tron

Form P. R. 2

State Oregon WA8 pr 7136

Federal Aid Secondary Project No. S-82(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1946

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 11th day of July, 1946, a project statement, which was approved on the 16th day of July, 1946, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [illegible] [illegible] said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 22nd day of July 1946; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Forty thousand nine hundred eighty and 00/100.

dollars ($40,980.00) as the share of the United States payable under said act on account of [illegible] [illegible] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap 51, laws 1920; Chap 529, laws 1939 (include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 6+68.1 in the NE 1/4 Section 31, T-16-S, R-12-E, W.M. and survey station 211+51.7 in the W 1/2 Section 26, T-16-S, R-12-E, W. M., with a "Y" connection station 7+15 to Station 8+15, except bridge station 8+85 to 10+00.

length 3.848 miles, in Deschutes County, being [illegible] Oregon Federal Aid Secondary [illegible] project No. S-22(1), consisting of 3.848 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

16—11970 GPO

TMENT
ction of said project have

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives.

16—11879-1

(b) Wherever in the printed language of this agreement the terms "Federal Works Administrator" and "Administrator" appear, they shall be construed to have the same meaning and effect as the terms "Commissioner of Public Roads, Public Roads Administration, Federal Works Agency" and "Commissioner", respectively, to conform to the provisions of the Federal-Aid Highway Act of 1944 and the regulations issued pursuant thereto.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] .... [redacted]aid project shall not in any event exceed the sum of Forty thousand nine hundred eighty and 00/100. dollars ($40,980.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Seventy thousand six hundred thirty-nine and 25/100. dollars ($ 70,639.25), the approved total estimated cost of [redacted] .... [redacted]aid project.

PAYMENTS

ARTICLE V. (As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the 20th day of November, 1946.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By Attest
~~Secretary~~ SECRETARY
(Title of officer)

By
(Title of officer)

~~[illegible]~~
COMMISSIONER OF PUBLIC ROADS

By
~~[illegible]~~
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 8—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. S-82(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $70,639.25 as the total estimated cost of said project, and the sum of $40,980.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of ~~Washington~~ Portland, Oregon this 20th day of November one thousand nine hundred and forty-six

~~[illegible]~~
COMMISSIONER OF PUBLIC ROADS

By
~~[illegible]~~
Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—10130-1

RECEIVED
OCT 19 1946
FOR FILING

xxxxxxxxxxxxx
Division #8

October 17, 1946

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-82(1)
Tumalo-Deschutes Section of the
Tumalo-Deschutes Highway.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature. Please return both copies. After Public Roads execution one will be returned for your files with copy of pertinent Treasury Certificate.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By:
L. J. Caufield
Principal Highway Engineer

Encls.

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

J.M

RECEIVED
OCT 25 1946
FOR FILING

[illegible]

October 21, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon project S-82(1), Tumalo-Deschutes Section of the Tumalo-Deschutes Highway.

Very truly yours,

T. M. DAVIS
District Engineer

H A Stoddart
By H. A. STODDART
Senior Highway Engineer

Encl:

RECEIVED
OCT 22 1946
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~XXXXXXXXXXXX~~
Division #8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
DEC 3 1946
FOR FILING

82(1)

October 17, 1946

REFERRED TO
Mr. Probert
By ~~Asst~~ State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-82(1)
Tumalo-Deschutes Section of the
Tumalo-Deschutes Highway.

Dear Sir;

We are forwarding herewith two copies of proposed project agreement for signature. Please return both copies. After Public Roads execution one will be returned for your files with copy of pertinent Treasury Certificate.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

Jean
20 C
10/25/46

RECEIVED
OCT 18 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 2 1947
FOR FILING

S-82(1)

September 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Tumalo-Deschutes River Section, Project No. S-82 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS
Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-82 (1)

TUMALO-DESCHUTES SECTION OF THE
TUMALO-DESCHUTES HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1946

All Required		Clearing and Grubbing		$ 2,000.00
170	cu. yds.	Structural Excavation, Unclassified	$ 2.50	425.00
80	cu. yds.	Trench Excavation, Unclassified	2.50	200.00
21,600	cu. yds.	Borrow Excavation, Unclassified	0.40	8,640.00
31,500	cu. yds.	General Excavation, Unclassified	0.40	12,600.00
251,000	yd. sta.	Short Overhaul	0.015	3,765.00
7,750	C-yd. sta.	Long Overhaul	0.50	3,875.00
900	lin. ft.	Rounding Cutbanks	0.15	135.00
3.85	miles	Finishing Roadbed and Slopes	250.00	962.50
20	lin. ft.	18" Corr. Metal Pipe	4.00	80.00
80	lin. ft.	18" Corr. Metal Siphon Pipe	3.50	280.00
120	lin. ft.	22" Arch Type Corr. Metal Pipe	4.50	540.00
50	lin. ft.	12" Concrete Pipe	2.25	112.50
480	lin. ft.	18" Concrete Pipe	3.50	1,680.00
20	lin. ft.	30" Concrete Pipe	6.00	120.00
130	lin. ft.	Salvaging Culvert Pipe	1.50	195.00
15	cu. yds.	Concrete End Basins	50.00	750.00
8,600	cu. yds.	Cinders in Base	0.60	5,160.00
19,600	yd. mi.	Hauling Cinders	0.10	1,960.00
4,300	cu. yds.	1½" - 0" Gravel in Leveling Course and Shoulders	1.25	5,375.00
210	M-gals.	Sprinkling	2.50	525.00
3.85	miles	Preparation of Base	150.00	577.50
1,940	cu. yds.	Furnishing and Placing Aggregate	4.00	7,760.00
80	tons	Furnishing and Placing 151-200 Asphalt	32.50	2,600.00
50	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	32.50	1,625.00
70	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	32.50	2,275.00
		Subtotal		$64,217.50
		10% Engr. & Cont.		6,421.75
		Total		$70,639.25

July 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate to accompany plans and specifications for the Tumalo-Deschutes Section, Project No. S-82 (1), which estimate has been revised by a change in the unit price for "1½" - 0" Gravel in Leveling Course and Shoulders."

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS
Encl.

Oregon State Highway Department | Federal Aid Secondary
Project No. S-82 (1)

TUMALO-DESCHUTES SECTION OF THE

TUMALO-DESCHUTES HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 26, 1946

All Required		Clearing and Grubbing		$ 500.00
170	cu. yds.	Structural Excavation, Unclassified	$ 3.00	510.00
80	cu. yds.	Trench Excavation, Unclassified	3.00	240.00
21,600	cu. yds.	Borrow Excavation, Unclassified	0.35	7,560.00
31,500	cu. yds.	General Excavation, Unclassified	0.60	18,900.00
251,000	yd. stas.	Short Overhaul	0.015	3,765.00
7,750	C-yd. stas.	Long Overhaul	0.40	3,100.00
900	lin. ft.	Rounding Cutbanks	0.12	108.00
3.85	miles	Finishing Roadbed and Slopes	350.00	1,347.50
20	lin. ft.	18" Corr. Metal Pipe	3.00	60.00
80	lin. ft.	18" Corr. Metal Siphon Pipe	3.50	280.00
120	lin. ft.	22" Arch Type Corr. Metal Pipe	4.00	480.00
50	lin. ft.	12" Concrete Pipe	2.00	100.00
480	lin. ft.	18" Concrete Pipe	3.00	1,440.00
20	lin. ft.	30" Concrete Pipe	6.00	120.00
130	lin. ft.	Salvaging Culvert Pipe	1.50	195.00
15	cu. yds.	Concrete End Basins	45.00	675.00
8,600	cu. yds.	Cinders in Base	0.45	3,870.00
19,600	yd. mi.	Hauling Cinders	0.12	2,352.00
4,300	cu. yds.	1½" - 0" Gravel in Leveling Course and Shoulders	0.80	3,440.00
210	M-gals.	Sprinkling	2.00	420.00
3.85	miles	Preparation of Base	150.00	577.50
1,940	cu. yds.	Furnishing and Placing Aggregate	3.50	6,790.00
80	tons	Furnishing and Placing 151-200 Asphalt	33.00	2,640.00
50	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	33.00	1,650.00
70	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	33.00	2,310.00
			Subtotal	$63,430.00
			10% Engr. & Cont.	6,343.00
			Total	$69,773.00

Length of Roadway	3.848 miles
Length of Bridge (Exception)	.022 mile
Total Length	3.870 miles
Cost per mile, Roadway	$18,132.27

Federal Aid Secondary Funds- - - - - - - - - - - - - - - - - - - -	$35,000.00
State Funds- -	34,773.00
	$69,773.00

Oregon State Highway Department

Federal Aid Secondary
Project No. S-82 (1)

TUMALO-DESCHUTES SECTION OF THE

TUMALO-DESCHUTES HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July ~~12~~, 1946

All Required		Clearing and Grubbing		$ 500.00	
170	cu. yds.	Structural Excavation, Unclassified	$ 3.00	510.00	
80	cu. yds.	Trench Excavation, Unclassified	3.00	240.00	
21,600	cu. yds.	Borrow Excavation, Unclassified	0.35	7,560.00	
31,500	cu. yds.	General Excavation, Unclassified	0.60	18,900.00	
251,000	yd. stas.	Short Overhaul	0.015	3,765.00	
7,750	C-yd. stas.	Long Overhaul	0.40	3,100.00	
900	lin. ft.	Rounding Cutbanks	0.12	108.00	
3.85	miles	Finishing Roadbed and Slopes	350.00	1,347.50	
20	lin. ft.	18" Corr. Metal Pipe	3.00	60.00	
80	lin. ft.	18" Corr. Metal Siphon Pipe	3.50	280.00	
120	lin. ft.	22" Arch Type Corr. Metal Pipe	4.00	480.00	
50	lin. ft.	12" Concrete Pipe	2.00	100.00	
480	lin. ft.	18" Concrete Pipe	3.00	1,440.00	
20	lin. ft.	30" Concrete Pipe	6.00	120.00	
130	lin. ft.	Salvaging Culvert Pipe	1.50	195.00	
15	cu. yds.	Concrete End Basins	45.00	675.00	
8,600	cu. yds.	Cinders in Base	0.45	3,870.00	
19,600	yd. mi.	Hauling Cinders	0.12	2,352.00	
4,300	cu. yds.	1½" - 0" Gravel in Leveling Course and Shoulders	.80 ~~2.50~~	~~10,750.00~~	3440.00
210	M-gals.	Sprinkling	2.00	420.00	
3.85	miles	Preparation of Base	150.00	577.50	
1,940	cu. yds.	Furnishing and Placing Aggregate	3.50	6,790.00	
80	tons	Furnishing and Placing 151-200 Asphalt	33.00	2,640.00	
50	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	33.00	1,650.00	
70	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	33.00	2,310.00	
			Subtotal	~~$70,740.00~~	63430.00
			10% Engr. & Cont.	~~7,074.00~~	6343.00
			Total	~~$77,814.00~~	69773.00

Length of Roadway	3.848 miles
Length of Bridge (Exception)	.022 mile
Total Length	3.870 miles
Cost per mile, Roadway	~~$[illegible]~~ 18,132.27

Federal Aid Secondary Funds- -	$35,000.00	
State Funds- -	~~12,814.00~~	34773.90
	~~$47,814.00~~	69773.00

ANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

July 22, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. S-82(1), Tumalo - Deschutes Highway in Deschutes County, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld until the right-of-entry to all unacquired right-of-way is secured.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
JUL 24 1946
OREGON
STATE HIGHWAY COMMISSION

July 12, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement for the Tumalo-Deschutes Section Project No. S-82 (1).

One set of blue print plans and six bid proposals are being sent under separate cover.

No landscaping work, except rounding out banks, is contemplated for this project as climatic conditions are such that erosion difficulties are not anticipated and the volume of traffic does not, in our opinion, justify expenditure for beautification.

Your attention is called to the length of project being 0.11 mile shorter than that given in the program. This variation was occasioned, principally, for the reason that the length given included the section of the Cline Falls Highway from the junction to the McKenzie-Bend Highway.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

JWM:GED

ENC.

TUMALO-DESCHUTES SECTION

PROJECT NO. S-82 (1)

While negotiations for rights of way are in progress, three parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be fully acquired within twenty days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 12, 1946

TUMALO-DESCHUTES SECTION

PROJECT NO. S-82 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 5, 1946

COPY

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OCT 2 1946
FOR FILING

9-82(1)

September 25, 1946

COPY

Mr. T. W. Thomas
Imperial Hotel
Portland 5, Oregon

Dear Sir:

In compliance with your request of September 23 we are today mailing, under separate cover, one set of plans for each of the following listed projects:

Cline Falls-Tumalo Section, Contract No. 2834
Tumalo-Deschutes Section, Contract No. 2835.

Verytruly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. C. Wood/JF

original filed with
Contract 2834

Telephone ATwater 7221
Extension 717

T. W. THOMAS
Contractor
Road and Highway Construction

Imperial Hotel
Portland 5, Oregon

Sept. 23, 1946

COPY

Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please send a set of plans with the sketch maps for the projects Cline Falls-Tumalo Section of the Cline Falls Secondary Highway and the Tumalo-Deschutes Section of the Tumalo-Deschutes Secondary Highway.

Very truly yours,

T. W. Thomas
T. Estes, Bkkpr.

RECEIVED
OCT 10 1946
FOR FILING

S-[illegible]-1

UNION OIL COMPANY OF CALIFORNIA
Yeon Building
Portland 8, Oregon

C
O
P
Y

September 23, 1946

Oregon State Highway Commission
Salem
Oregon

H. B. Glaisyer, Secretary

Gentlemen:

OREGON STATE HIGHWAY
CONTRACTS #2834 & #2835

We are attaching our questionnaires for completion on the above two contracts, both of which were awarded to T. W. Thomas of Portland, according to our information. We have no other data except that we believe that the jobs are in the vicinity of Bend.

If you are unable to identify them, please let us know and we will get more details.

Thank you.

Yours very truly,

W. S. NEWTON
Credit Manager

By: (Signed) D. G. von der Hellen

dvh:eac
Enclosure

RECEIVED
OCT 11 1946
FOR FILING

S-82 (1)

Aug. 24, 1946

Mr. T. W. Thomas
Imperial Hotel
Portland
Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for regrading, surfacing and oiling on the Tumalo-Deschutes Section of the Tumalo-Deschutes Secondary Highway in Deschutes County. This award was based on your low bid of $64,217.90 submitted on August 6, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: E. H. Probert
H. C. Smith
Goldie Lewis

Set confirmed

Charge to the account of ____________________ $ Files

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

A. N. WILLIAMS, CHAIRMAN OF THE BOARD

JOSEPH L. EGAN, PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

AUGUST 24, 1946

T. W. THOMAS

IMPERIAL HOTEL

PORTLAND 5, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACTS FOR CLINE FALLS-TUMALO SECTION OF CLINE FALLS SECONDARY HIGHWAY AND TUMALO-DESCHUTES SECTION OF TUMALO-DESCHUTES SECONDARY HIGHWAY IN DESCHUTES COUNTY BASED ON YOUR LOW BID SUBMITTED ON AUGUST 6,1946. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY

STATE HIGHWAY COMMISSION

gl

Charge

RECEIVED
SEP 16 1946
FOR FILING

5-82-1

September 14, 1946

COPY

Mr. T. W. Thomas
Imperial Hotel
Portland 5, Oregon

Dear Sir:

In compliance with your request of September 10 we are toaday mailing, under separate cover, one set of specifications for each of the following listed projects:

Cline Falls-Tumalo Section, Contract No. 2834
Tumalo-Deschutes Section, Contract No. 2835.

Verytruly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M.C. Wood/JF

Original filed: 5-74-1

RECEIVED
SEP 16 1946
FOR FILING

COPY

T. W. THOMAS
Contractor
Road and Highway Construction
Imperial Hotel

Portland 5, Oregon

Sept. 10, 1946

Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I would like to have an additional set of specificationsforthe two following highway contracts awarded me: Cline Falls-Tumalo Section of the Cline Falls Secondary Highway and theTumalo-Deschutes Section of theTumalo-Deschutes Secondary Highway.

Please sendthem to my Portland address as above.

Very truly yours,

T. W. Thomas

(Signed) True Estes, Bkkpr.

Im

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 5, OREGON

RECEIVED
SEP 26 1946
FOR FILING

S-82-1

August 22, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your letter of August 14, 1946, we hereby concur in award of contract as of this date to T. W. Thomas, of Portland, Oregon, who submitted the low bid on Oregon S-82(1), Tumalo - Deschutes Section of the Tumalo - Deschutes Secondary Highway.

Very truly yours,

T. M. DAVIS
District Engineer.

By: HAStoddart
H. A. STODDART
Sr. Highway Engineer.

RECEIVED
AUG 23 1946
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Baldock

RECEIVED
[illegible] 1 1946
FOR FILING

S-82 (1)

August 14, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

Believing that reconstruction of the Tumalo-Deschutes Section, Project S - 82 (1) is warranted under conditions now obtaining, we request your concurrence in the award of contract to T. W. Thomas of Portland on the basis of the bid submitted on August 6, 1946.

This section of highway is of very great importance to the agricultural area which it serves and the people of that area have awaited the rebuilding and oiling of the highway for many years. The work involved in the improvement requires no considerable amount of either labor or manufactured materials and it is difficult to conceive how its contracting at this time could have the slightest influence on any inflationary trend. The work is not in any way competitive with the building of homes for veterans.

Other factors to be considered in connection with this project are that the call for bids was issued before the federal restrictive on construction was made public, contractors went to the trouble and expense of preparing bids, and the bids were satisfactory. Under such circumstances there is an obligation on the part of the State and the Federal Government to proceed in good faith with the award of the contract. The situation involved is not one that warrants making retro-active, the PRA requirement in regard to essentiality.

In view of the foregoing considerations, we think that there is ample justification for the award of the contract and we ask that you proceed accordingly.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

Jm

RECEIVED
JUL 31 1946
FOR FILING

S-82-1

July 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate to accompany plans and specifications for the Tumalo-Deschutes Section, Project No. S-82 (1), which estimate has been revised by a change in the unit price for "1½" - 0" Gravel in Leveling Course and Shoulders."

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS
Encl.

RECEIVED
JUL 2 1946
FOR FILING

S-82-1

July 12, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement for the Tumalo-Deschutes Section Project No. S-82 (1).

One set of blue print plans and six bid proposals are being sent under separate cover.

No landscaping work, except rounding out banks, is contemplated for this project as climatic conditions are such that erosion difficulties are not anticipated and the volume of traffic does not, in our opinion, justify expenditure for beautification.

Your attention is called to the length of project being 0.11 mile shorter than that given in the program. This variation was occasioned, principally, for the reason that the length given included the section of the Cline Falls Highway from the junction to the McKenzie-Bend Highway.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

JWM:GED

ENC.

S-88(1) Hope-Derry Ranch Sec., Vale- 1946
West Secon. Hwy.
#2836

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APR 29 1949
FOR FILING

S-88(1)

April 28, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Please be advised that the reflectorized grade crossing signs at the railroad crossing, Station 112+84, Hope-Derry Ranch Section, Project No. S-88 (1) are now installed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JM:ew

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February 3, 1949

To the Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

Under authority of Order No. 7058, issued by the Public Utilities Commissioner of the State of Oregon on December 27, 1939, we propose to install reflectorized cross-buck signs at the grade crossing of your tracks with our Vale-West Highway in the vicinity of Hope station. The installation to be made within the next few months.

May we have your consent to making this installation with the understanding that maintenance of the signs after installation will be the responsibility of your company as provided in the P.U.C. order mentioned.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GW/ge

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

February 1, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with our review of the final voucher for Oregon Project No. 88(1), Hope - Derry Ranch Section of the Vale - West Highway, we note that at the time the final inspection was made reflectorized grade crossing signs had not been installed at the railroad grade crossing at Station 112+84.

The final voucher cannot be recommended for payment until we are advised that the installation has been made.

Very truly yours,

T. M. Davis

T. M. DAVIS
District Engineer

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5.44(1)

November 19, 1947

Great American Indemnity Co.
1 Liberty St.
New York 5, N. Y.

Gentlemen:

You are advised that State Highway Contract No. 2836 for work on the Hope-Derry Ranch Section of the Vale-West Highway, in Malheur County, has been completed by the contractor, K. F. Jacobsen & Co., and that final payment in the amount of $3,530.86 will be made on or after November 29, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $116,830.07, of which amount $424.61 represents the amount of force account items. This contract was completed on June 17 and accepted on July 22, 1947 by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Harvey Wells-Reed Ins.Agency,Agent
Failing Bldg.
Portland 4, Oregon

NOTED ON CARD

11-19-47 gl

R. H. Baldock

November 12th, 1947

FINAL COST ANALYSIS
Regrade, Surface and Oil
K. F. Jacobsen & Co., Inc., Contractors
L. C. Johnson, Resident Engineer

Hope-Derry Section
Contract #2836

Vale-West Highway
Prefix 123-1036

S - 88 (1)

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	All				$1,243.92	$3,500.00
Struct. Excavation	472.5	Cu. Yd.	$2.46	$2.00	1,162.58	945.00
Trench "	863.7	" "	2.46	2.00	2,129.28	1,727.40
General "	83,605.6	" "	0.253	0.32	21,154.35	26,753.79
Overhaul	91,286.7	Yd. Sta.	0.015	0.02	1,358.69	1,825.73
Truck Haul	18,281.4	Yd. Mi.	0.15	0.20	2,792.93	3,656.28
Rounding Cutbanks	13,154	Lin. Ft.	0.11	0.15	1,412.56	1,973.10
Finishing R/B & Slopes	6.66	Mile	772.72	400.00	5,146.34	2,664.00
18" Corr. Iron Pipe	30	Lin. Ft.	2.46	2.75	73.67	82.50
18" " " Siphon Pipe	220	" "	2.53	3.75	777.47	825.00
48" " " Pipe	168	" "	8.15	10.00	1,368.73	1,680.00
65" Arch Type Corr. Iron Pipe	50	" "	13.18	14.00	659.24	700.00
18" Concrete Pipe	627	" "	4.46	3.60	2,798.91	2,257.00
36" " "	45	" "	11.78	8.50	530.12	382.50
Concrete End Basins	12.43	Cu. Yd.	50.48	47.00	627.48	584.21
Salvage Culvert Pipe	669	Lin. Ft.	0.88	1.30	589.44	869.70
Selected Roadbed Topping	25,909	Cu. Yd.	0.47	0.53	12,267.33	13,731.77
Hauling Roadbed Topping	33,182.5	Yd. Mi.	0.13	0.15	4,473.49	4,977.38
*3/4"-0 Cr. Gravel in Leveling Course and Shoulders	5,555	Cu. Yd.	2.70	2.70	14,998.50	14,998.50
*øSprinkling	365.1	M/Gal.	2.00	2.50	730.20	912.75
øPreparation of Base	6.66	Mile	150.00	150.00	999.00	999.00
*ø3/4"-0 in Binder	966	Cu. Yd.	3.90	4.00	3,767.40	3,864.00

NOTED
W. C. WILLIAMS

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*ØFurnish and Place Aggregates	2,085	Cu. Yd.	$3.90	$4.00	$8,131.50	$8,340.00
ØRC-3 Asphalt in Binder	154.46	Ton	36.50	36.50	5,637.79	5,637.79
Ø151-200 Asphalt	144.11	"	33.00	33.00	4,755.63	4,755.63
ØRC-3 Asphalt in Seal Coat	78.71	"	36.50	36.50	2,872.92	2,872.92
*3/4"-½" Cr. Gravel in Stockpile	947.8	Cu. Yd.	2.25	2.25	2,132.55	2,132.55
*½"-¼" Cr. Gravel in Stockpile	459.2	" "	2.25	2.25	1,033.20	1,033.20
*¼"-0 Cr. Gravel in Stockpile	400	" "	2.25	2.25	900.00	900.00
PA #1, 12" Concrete Pipe	180	Lin. Ft.	1.67	2.00	299.84	360.00
PA #2, Furnish, Haul & Place Rock Boulders in Embankment	150	Cu. Yd.	1.38	2.00	207.00	300.00
*Stockpile Screen Rejects	547.2	" "	0.25	0.25	136.80	136.80
Force Account					382.15	424.61
					$107,551.01	$116,803.31

Gross Revenue	$116,803.31
Total Cost	107,551.01
Net Profit	$9,252.30

Net Profit Equals 7.9% of Gross Revenue

* Sub-contracted to J. R. Taggert
Ø Sub-contracted to J. C. Compton

Hope-Derry Section

Detail of Cost

Labor:

Supervision	$11,009.91	
Labor	15,282.82	
State Industrial Accident Insurance	788.78	
Social Security & Unemployment Insurance	642.45	
		$27,723.96

Materials:

18" Corr. Iron Pipe	30 Lin. ft.	at $1.59	$47.70	
18" " " " Bands	1 Each	" 1.63	1.63	
18" " " Siphon Pipe	220 Lin. Ft.	" 2.00	440.00	
18" " " " Bands	7 Each	" 2.27	15.89	
48" " " Pipe	168 Lin. Ft.	" 6.52	1,095.00	
48" " " " Bands	7 Each	" 6.22	43.54	
65" " " " Arch Type	50 Lin. Ft.	" 9.80	490.00	
65" Corr. Iron Pipe Arch Type Bands	2 Each	" 18.20	36.40	
12" Concrete Pipe	180 Lin. Ft.	" 1.24	226.92	
18" " "	627 " "	" 2.39	1,498.53	
36" " "	45 " "	" 6.62	297.90	
Cement	21 Bbl.	" 3.65	76.65	
Sand & Gravel	16 Cu. Yd.	" 2.00	32.00	
				4,302.16

Equipment Rental & Miscellaneous:

Equipment Rental	$18,569.90	
Rented Equipment	590.00	
Gas, Oil & Grease	4,683.67	
Wire Rope	222.90	
Oxygen & Acetylene	37.86	
Form Lumber	52.00	
P.L. & P.D. Insurance	494.73	
P.U.C. Fees	25.40	
Freight	294.63	
Small Tools & Miscellaneous	1,245.17	
Bond	564.94	
Home Office & General Overhead	2,058.96	
		28,840.16

Total Cost $60,866.28

FINAL COST ANALYSIS
Crushing
K. F. Jacobsen & Co., Inc., Contractors
J. R. Taggert, Sub-contractor

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4" - 0 Cr. Gravel in Leveling Course and Shoulders	5,555	Cu. Yd.	$1.99	$2.75	$11,032.23	$15,276.25
Sprinkling	238.1	M/Gal.	1.92	2.00	457.15	476.20
Crush 3/4" - 0 in Binder	966	Cu. Yd.	1.79	2.25	1,729.14	2,173.50
Crush Aggregates	2,085	Cu. Yd.	1.79	2.25	3,724.30	4,691.25
3/4" - 1/2" Cr. Gravel in Stockpile	947.8	"	"	1.79	2.25	1,696.56	2,132.55
1/2" - 1/4" Cr. Gravel in Stockpile	459.2	" "	1.79	2.25	821.99	1,033.20
1/4" - 0 Cr. Gravel in Stockpile	400	" "	1.79	2.25	716.00	900.00
Stockpile Screen Rejects	547.2	" "	0.25	0.25	136.80	136.80
					$20,314.17	$26,819.75

Gross Revenue	$26,819.75
Total Cost	20,314.17
Net Profit	$6,505.58

Net Profit Equals 24.3% of Gross Revenue

Hope-Derry

J. R. Taggert, Sub-contractor

Detail of Cost

Labor:		
Supervision	$1,242.50	
Labor	7,514.37	
State Industrial Accident Insurance	394.06	
Social Security & Unemployment Insurance	350.27	
		$9,501.20
Equipment Rental & Miscellaneous:		
Equipment Rental	$6,545.00	
Rented Equipment	312.00	
Rented Trucks	801.23	
Gas, Oil & Grease	1,787.57	
Freight	629.07	
Small Tools & Miscellaneous	220.00	
Office	149.58	
Overhead	368.50	
		$10,812.97
Total Cost........................		$20,314.17

FINAL COST ANALYSIS
Oiling
K. F. Jacobsen & Co., Inc., Contractors
J. C. Compton, Sub-contractor

Amount	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Sprinkling	127	M/Gal.	$1.84	$2.00	$234.05	$254.00
Preparation of Base	6.66	Mile	98.03	150.00	652.88	999.00
Haul & Place 3/4" - 0 in Binder	966	Cu. Yd.	1.77	1.65	1,709.82	1,593.90
Haul & Place Aggregates	2,085	" "	1.77	1.65	3,688.05	3,440.25
Furnish & Place RC-3 in Binder	154.46	Ton	32.90	36.50	5,081.13	5,637.79
Furnish & Place 151-200 Asphalt	144.11	"	31.24	33.00	4,499.11	4,502.00
Furnish & Place RC-3 in Seal	78.71	"	32.90	36.50	2,589.56	2,872.92
					$18,455.20	$19,299.86

Gross Revenue	$19,299.86
Total Cost	18,455.20
Net Profit	$844.66

Net Profit Equals 4.4% of Gross Revenue

Hope-Derry

J. C. Compton, Sub-contractor

Detail of Cost

Labor:

Supervision	$721.50	
Labor	3,119.31	
State Industrial Accident Insurance	146.91	
Social Security & Unemployment Insurance	162.16	
		$4,149.88

Materials:

RC-3 Asphalt	233.17 Ton at $15.50	$3,614.14	
151-200 Asphalt	10.50	1,513.16	
Freight on RC-3 Asphalt	233.17 " " 10.60	2,471.60	
" " 151-200 Asphalt	144.11 " " 13.94	2,009.28	
			9,608.18

Equipment Rental & Miscellaneous:

Equipment Rental	$2,805.00	
Gas, Oil & Grease	1,178.18	
Brushes for Broom	31.92	
Expense Accounts	92.77	
Freight	117.21	
Small Tools & Miscellaneous	47.66	
Home Office & General Overhead	424.40	
		4,697.14

Total Cost $18,455.20

Breakdown of Oiling Costs

Hope-Derry

Total Amounts:

Preparation of Base	6.66 Miles
Haul & Place Aggregates	3,051 Cu. Yd.
Furnish & Place RC-3 Asphalt	233.17 Ton
Furnish & Place 151-200 Asphalt	144.11 Ton

Preparation of Base:

Move	$75.00	
Preparation	577.88	
	$652.88 / 6.66	= $98.03 Per Mile

Haul & Place Aggregates:

Move	$373.59	
Flag	175.56	
Haul & Place	4,417.02	
Maintenance of Surfacing	431.70	
	$5,397.87 / 3,051	= $1.77 Per Cu. Yd.

Furnish RC-3 Asphalt:

Furnish RC-3 Asphalt 233.17 Ton at $15.50	$3,614.14	
Freight on RC-3 233.17 Ton at $10.60	2,471.60	
	$6,085.74 / 233.17	= $26.10 Per Ton

Heat RC-3 Asphalt:

Move	$61.80	
Heat	592.25	
	$654.05 / 233.17	= $2.80 Per Ton

Haul RC-3 Asphalt:

Move	$46.33	
Haul	361.25	
	$407.58 / 233.17	= $1.75 Per Ton

Place RC-3 Asphalt:

Move	$15.45		
Flag	108.50		
Place	401.66		
	$525.61 233.17	=	$2.25 Per Ton

Total Cost of RC-3 Asphalt . . . . $32.90 Per Ton

Furnish 151-200 Asphalt:

Furnish 151-200 Asphalt 144.11 Ton at $10.50	$1,513.16		
Freight on 151-200 Asphalt 144.11 Ton at $13.94	2,009.28		
	$3,522.44 144.11	=	$24.44 Per Ton

Heat 151-200 Asphalt:

Move	$38.20		
Heat	365.05		
	$403.25 144.11	=	$2.80 Per Ton

Haul 151-200 Asphalt

Move	$28.67		
Haul	223.30		
	$251.97 144.11	=	$1.75 Per Ton

Place 151-200 Asphalt:

Move	$9.55		
Flag	67.05		
Place	248.27		
	$324.87 144.11	=	$2.25 Per Ton

Total Cost of 151-200 Asphalt . . . . $31.24 Per Ton

Remarks:

This was a "Federal Aid Secondary Project" which was bid August 7th, 1946, and awarded to the contractor September 12th, 1946. The project was started October 15th, 1946, and completed June 17th, 1947. The prime contractor, K. F. Jacobsen, sub-contracted all crushing and the placing of crushed rock to J. B. Taggert and the oiling operations to J. C. Compton.

Equipment used by the prime contractor consisted of two D-8 tractors with dozers, one D-8 tractor with dozer and 16 cubic yard carryall, three super C tournapulls, one 10-B shovel, one #12 blade, one scarifier, one grease wagon, two pickups and miscellaneous shop equipment.

Equipment used by the sub-contractor on crushing and on placing of the crushed rock materials consisted of his three-crusher portable crushing plant, four 4 cubic yard trucks, one D-7 tractor and dozer, one 10-B shovel, one watertank truck, one 10-ton roller, two pickups, one #12 blade (rented) and miscellaneous small shop equipment. A small amount of hauling was done by hired trucks on a yard mile basis.

The sub-contractor on oiling items used his regular equipment consisting of one ½ cubic yard shovel, eight 4 cubic yard trucks, two 10-ton rollers, one 1,500-gallon distributor, two #11 and one #12 blades, two 1,500-gallon transports, one Cleaver-Brooks boiler, one truck-mounted retort, three pickups, one pilot car, one service truck, two flatbed trailers and miscellaneous small tools and equipment.

All items on this project were handled in a very efficient manner by the contractor and by the sub-contractors. Clearing was done by the blade with a minimum of hand labor for burning and cleanup. The major portion of the excavation consisted of very good dirt with some gravel and was moved with tractor and dozer, blade and tournapulls. Some difficulty was experienced with mud on a short section but was handled without undue extra cost. Roadbed finishing was done with the blade and hand labor. Cuts were not high and conditions were normal but costs were very high in comparison to the bid price due to the high cost of hand labor.

The topping was placed by tournapulls with the assistance of a D-8 tractor and dozer for loading. Some added costs were due to a considerable amount of stripping required but good production allowed a normal profit.

The crushing of the gravel for surfacing and oiling and the placing of the leveling course was handled very efficiently by the sub-contractor. Elapsed working time for the crusher was 240 hours and actual working time 218 hours. Total amounts crushed equaled 10,413 cubic yards or an average of 48 cubic yards per hour.

Oiling operations were handled by the oiling contractor in 8 days with an actual working time of 85 hours except for one blade which broomed for 3 days after the completion of the final seal. High overtime labor costs necessary in oiling operations and high costs of oil plus the freight rate increases have increased the costs of oiling and the contractor realized only a very small profit although the work was handled in a very efficient manner.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

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SEP 10 1947
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S-88(1)

#2836

September 9, 1947

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency, Agent
Failing Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to K.F. Jacobsen & Co.,Inc., on contract No. 2836, covering Hope-Darry Ranch Section of the Vale-West Highway, in Malheur County. This payment, in the amount of $4,219.73, will be made on or after September 19, 1947. The retained percentage is $3,504.10.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
9-9-47 gl

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
PORTLAND 8, OREGON

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JUL 23 1947
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S-88(1)

July 9, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-88(1)
Hope-Derry Ranch Section
Vale-West Highway

Dear Sir:

We enclose herewith an executed copy of the agreement for the above project for your files.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
JUL 10 1947
OREGON
STATE HIGHWAY COMMISSION

Jn

R 2 (Revised 1946)

State OREGON WA8pr 7268

Federal Aid Secondary Project No. S-88(1)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of June, 1947,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of June, 1946, a project statement, which was approved on the 22nd day of July, 1946, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 23rd day of July, 1946; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of seventy-five thousand, four hundred eighty and 00/100 dollars ($75,480.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-2

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 51, Laws 1920; Chap. 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

Article II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 87+38 in the SW 1/4, Section 5, T. 19 S., R. 44 E., W.M., and survey station 397+30 on the line between the SW 1/4, Section 32 and the NW 1/4, Section 27, T. 18 S., R. 44 E., except stations 292+22.6 - 293+74.6, length 6.656 miles, in Malheur County, being Oregon Federal Aid Secondary / project No. S-80(1), consisting of 6.656 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

RECEIVED

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **seventy-five thousand, four hundred eighty and 00/100** dollars ($75,480.00), which does not exceed the authorized Federal pro rata share of **one hundred thirty thousand, one hundred twenty-six and 15/100** dollars ($130,126.15), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to **the State Treasurer** (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schupp
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
JUL 1 1947
OREGON DISTRICT

RECEIVED
JUL 1 - 1947
FOR FILING

S-88(1)

June 19, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on June 17, 1947, on Contract No. 2836, Hope-Derry Ranch Section, in connection with Federal Aid Project No. S-88 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

DHP:GS

Form E-1—6M—12-46

[illegible](1)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

35

For Week Ending June 14, 19 47

Section Hope - Derry Ranch

Kind of work Regrading, Surfacing and Oiling

Highway Vale West Secondary

Section prefix 123 -1036

Contractor K.F.Jacobsen and Co. Inc.

Contract number 2836

Date of contract September 12, 19 46

Date of completion July 31, 19 47

Date work started October 15, 19 46

Estimated date of completion June 16, 19 47

Amount of contract . . . . $ 122,796.50

Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering . . . . $ 125,000.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 10,050.00, 8.2 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished the final seal on Tuesday of this week, Compton's have been maintaining road with one power blade and operator for the rest of the week. Blademan has also been finishing shoulders and daylights .

The project will be completed June 16 with the exception of two items, namely digging drain ditch through road approach at plant setup and replacing one joint of concrete drain pipe in road approach approximate station 280

It was necessary to use ½ -¼ inch rock from maintenance pile at sta. 210 to complete oiling, for a considerable quantity of oiling aggregate was lost due to inability of recovering aggregates from swampy ground on which it was piled without picking up mud with it.

Inspector and two men on this project until Wednesday

276 of 323 days

NOTED
E. A. [illegible]

[illegible] 1947

NOTED
H. W. LIBBY

Signed L. C. Johnson

Address Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.66	6.66	6.66	6.66	
Miles partially completed					
Miles completed	6.66	6.66	6.66	6.66	
Total estimated quantities	86,000	31,500	1750	380 tons	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 3, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers .... 1 distributor, 6 trucks . . .., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	rain		
Monday	"		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
JUN 16 1947
FOR FILING

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P.O. Box 3900
PORTLAND 8, OREGON

S-88(1)

June 11, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon Project S-88(1)
Hope-Derry Ranch Section
Vale-West Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, of the plans and of the specifications.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
JUN 13 1947
OREGON
STATE HIGHWAY COMMISSION

Jon

RECEIVED
JUN 11 1947
FOR FILING

S-88(1)

May 2, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Hope-Derry Ranch Section, Project No. S-88 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:lh

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-88 (1)

ROPE-DERRY RANCH SECTION OF THE

VALE-WEST HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 24, 1947

Roadway (Sta. 87+35 to 397+30)

All Required		Clearing and Grubbing		$ 3,500.00
400	cu. yds.	Structural Excavation, Unclassified	$2.00	600.00
70	cu. yds.	Trench Excavation, Unclassified	2.00	140.00
96,000	cu. yds.	General Excavation, Unclassified	0.32	30,720.00
89,000	yd. sta.	Overhaul	0.02	1,780.00
26,000	yd. mi.	Truck Haul	0.20	5,200.00
18,000	lin. ft.	Rounding Cutbanks	0.15	2,700.00
6.66	miles	Finishing Roadbed and Slopes	400.00	2,664.00
30	lin. ft.	18" Corr. Metal Pipe	2.75	82.50
260	lin. ft.	18" Corr. Metal Siphon Pipe	3.75	975.00
200	lin. ft.	48" Corr. Metal Pipe	10.00	2,000.00
100	lin. ft.	66" Arch Type Corr. Metal Pipe	14.00	1,400.00
580	lin. ft.	18" Concrete Pipe	3.60	2,088.00
56	lin. ft.	36" Concrete Pipe	8.50	476.00
25	cu. yds.	Concrete End Basins	47.00	1,175.00
410	lin. ft.	Salvaging Culvert Pipe	1.30	533.00
22,000	cu. yds.	Selected Roadbed Topping	0.53	11,660.00
48,000	yd. mi.	Hauling Roadbed Topping	0.15	7,200.00
5,600	cu. yds.	3/4" - 0" Gravel in Leveling Course and Shoulders	2.70	15,120.00
600	M-Gals.	Sprinkling	2.50	1,500.00
6.66	miles	Preparation of Base	150.00	999.00
660	cu. yds.	3/4" - 0" Gravel in Binder Course	4.00	2,640.00
2,650	cu. yds.	Furnishing and Placing Aggregates	4.00	10,600.00
124	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	36.50	4,526.00
144	tons	Furnishing and Placing 151-200 Asphalt	33.00	4,752.00
84	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	36.50	3,066.00
			Subtotal	$118,296.50
			10% Engr. & Cont.	11,829.65
			Total	$130,126.15

Length of Roadway	6.656 miles
Length of Bridge (Exception)	.028 mile
Total Length	6.684 miles
Cost per mile, Roadway	$19,550.20

Federal Aid Secondary Funds- - - - - - - - - - - - - - - - - - - -	$ 75,480.00
State Funds- -	54,646.15
	$130,126.15

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

July 5, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Hope-Durry Ranch Section, Project No. S-~~8a~~(1).

88

Five bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

HOPE-DERRY RANGE SECTION

PROJECT NO. S-~~84~~(1)
88

While negotiations for rights of way are in progress, 31 parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be fully acquired within thirty days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 5, 1946

Oregon State Highway Department

Federal Aid Secondary
Project No. ~~S-84~~ (1)
88

HOPE-DERBY RANCH SECTION OF THE
VALE-WEST HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 5, 1946

All Required		Lands, Rights of Way, Easements, Etc.		$ 5,000.00

Roadway (Sta. 87+38 to 397+30)

All Required		Clearing and Grubbing		$ 1,500.00
400	cu. yds.	Structural Excavation, Unclassified	$3.00	1,200.00
70	cu. yds.	Trench Excavation, Unclassified	3.00	210.00
96,000	cu. yds.	General Excavation, Unclassified	0.35	33,600.00
89,000	yd. sta.	Overhaul	0.02	1,780.00
26,000	yd. mi.	Truck Haul	0.18	4,680.00
18,000	lin. ft.	Rounding Cutbanks	0.12	2,160.00
6.66	miles	Finishing Roadbed and Slopes	350.00	2,331.00
30	lin. ft.	18" Corr. Metal Pipe	3.00	90.00
260	lin. ft.	18" Corr. Metal Siphon Pipe	3.50	910.00
200	lin. ft.	48" Corr. Metal Pipe	10.00	2,000.00
100	lin. ft.	65" Arch Type Corr. Metal Pipe	20.00	2,000.00
580	lin. ft.	18" Concrete Pipe	3.00	1,740.00
56	lin. ft.	36" Concrete Pipe	7.50	420.00
25	cu. yds.	Concrete End Basins	40.00	1,000.00
410	lin. ft.	Salvaging Culvert Pipe	1.00	410.00
22,000	cu. yds.	Selected Roadbed Topping	0.50	11,000.00
48,000	yd. mi.	Hauling Roadbed Topping	0.15	7,200.00
5,600	cu. yds.	3/4" - 0" Gravel in Leveling Course and Shoulders	2.75	15,400.00
600	M-gals.	Sprinkling	2.00	1,200.00
6.66	miles	Preparation of Base	150.00	999.00
660	cu. yds.	3/4" - 0" Gravel in Binder Course	3.75	2,475.00
2,650	cu. yds.	Furnishing and Placing Aggregates	3.75	9,937.50
124	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	4,340.00
144	tons	Furnishing and Placing 151-200 Asphalt	35.00	5,040.00
84	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	35.00	2,940.00
			Subtotal	$116,562.50
			10% Engr. & Cont.	11,656.25
			Total	$128,218.75

Length of Roadway	[illegible] miles
Length of Bridge [illegible]	[illegible]
Total Length	[illegible] miles
Cost per Mile, Roadway	[illegible]

[illegible]

Item	Total Cost	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
Roadway	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]

HOPE-DERRY RANCH SECTION

PROJECT NO. S-88 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 5, 1946

RECEIVED
MAR 4 1947
FOR FILING

S-88-1

March 1, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the furnishing and placing of rip rap for slope protection in irrigation canal at Station 350+50 on the Hope-Berry Ranch Section of the Vale-West Secondary Highway in Malheur County, Contract No. 2836, in connection with Federal Aid Project No. S-88 (1).

This work is necessary to stop wearing away of the bank and roadway shoulder.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:lh

Encl.

RECEIVED
MAR 4 1947
FOR FILING

S-88-1

March 1, 1947

Mr. T. W. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the furnishing and placing of 44 feet of 18 inch asphalt coated corrugated metal pipe between Stations 112+61 and 113+05 on the Hope-Berry Ranch Section of the Vale-West Secondary Highway in Malheur County, Contract No. 2836, in connection with Federal Aid Project No. S-88 (1).

This work is necessary to drain the area northerly of the railroad and westerly of the highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

BBP:lh

Enc.

RECEIVED
FEB 28 1947
FOR FILING

S-88(1)

February 26, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 1 covering the furnishing and installing 150 lineal feet of 12 inch concrete pipe in road approaches on the Hope-Derry Ranch Section of the Vale-West Secondary Highway in Malheur County, Contract No. 2836, in connection with Federal Aid Project No. S-88 (1).

There is not a sufficient quantity of salvagable pipe for road approaches and this additional amount is necessary to supply the deficiency.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:lh

Encl.

RECEIVED
FEB 28 1947
FOR FILING

S-88-1

February 24, 1947

Mr. T. H. Davis
District Engineer
Public Road Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the salvaging of headgate structure 300 feet south of station 344+50 and reinstalling same north of station 346+50 on the Hope-Berry Ranch Section of the Vale-West Secondary Highway in Malheur County, Contract No. 2836, in connection with Federal Aid Project No. S-88 (1).

The irrigation ditch will be realigned on the northerly side of the highway instead of crossing at stations 346+64 and 342+25.

This work is necessary because the irrigation ditch is too high to siphon at station 342+25, as provided in the plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:lh

Encl.

RECEIVED
DEC 27 1946
FOR FILING

S-88-1

December 26, 1946

Union Pacific Railroad Co.
Pocatello
Idaho

Attention: Mr. W. B. Groome
Superintendent

Dear Mr. Groome:

I am returning to you, herewith, original and duplicate copies of a proposed contract between the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, and the State of Oregon covering the reconstruction of a proposed highway crossing at Hope, Oregon, being Contract No. L. D. 13051.

As requested in your letter of December 17, I have had both copies signed by Mr. T. H. Banfield, Chairman of the State Highway Commission. When executed in behalf of the railroad companies will you kindly return one fully-executed copy to me for the Highway Commission's records and files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MBG:co
Encs.

FORM 2552
2-45—600M

UNION PACIFIC RAILROAD COMPANY

Pocatello, Idaho
December 17, 1946

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Mr. Glaisyer:

Your letter of December 9 in regard to reconstruction of proposed highway crossing at Hope, Oregon:

Enclosed herewith are the duplicate originals of proposed contract L.D. 13051. I shall appreciate it very much if you will have both copies of this contract signed in ink by Chairman of the Oregon Highway Commission inasmuch as he is primarily responsible.

When this has been done, please return the duplicate originals to me for execution on part of the railroad company.

Very truly yours,

UNION PACIFIC RAILROAD CO.

W. B. Groome
Superintendent

ANSWERED
H. B. GLAISYER

RECEIVED
DEC 21 1946
OREGON
STATE HIGHWAY COMMISSION

FOR FILING

8-88-1

November 16, 1946

Mr. W. E. Greene
Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

We are returning the contracts between the O.W.R.R. & N. Co., the Union Pacific Railroad Company and the State of Oregon for the reconstruction of the public highway crossing at Hope, Oregon, for the reason there has been omitted from the description on page 2 the words "lying westerly of the east line of section six (6), Township 19 South, Range 44 East, W.M.;"

Rather than correct the description here, we thought it better to return it so that it could be done in your office. I would appreciate it if it could be returned for signature at the next Commission meeting on November 25th.

Very truly yours,

R. H. Baldock
State Highway Engineer

R

cc to: H. G. Smith

FORM 2582
3-46-200M

UNION PACIFIC RAILROAD COMPANY

Pocatello, Idaho
November 2, 1946

RECEIVED
NOV - 6 1946
OREGON STATE [illegible] COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Herewith the duplicate originals of Agreement No. L.D. 13051, covering reconstruction of public highway crossing at Hope, Oregon. Both copies should be signed in ink by the Commissioner of the Oregon State Highway Commission, the signature witnessed, and Agreement attested and sealed by the secretary.

The signed copies should then be returned to me to be placed in line for execution on behalf of the Railroad Company. When execution has been completed, an executed copy will be furnished and mailed to you.

Very truly yours,

UNION PACIFIC RAILROAD COMPANY

W. B. Groome
Superintendent

~~H.G. Smith:—~~
This is one of your projects. G.S.P.

REFERRED TO Paxson
Go thru ok?

NOTED
G.S. PAXSON

RECEIVED
NOV 4 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 14 1946
FOR FILING

2-88-1

JM

COPY

Pocatello, Idaho
November 11, 1946

NOTED

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Your letter November 7th relative to installing an 18-inch corrugated metal pipe through railroad embankment at highway crossing immediately east of east switch at Hope.

It will be satisfactory for your contractor to make this installation if 12 gauge corrugated pipe is used. We are preparing culvert crossing agreement and will submit to you shortly. However, if you have the 12 gauge 18-inch pipe on hand, you may then go ahead and install it under the supervision of our section foreman. Presume contractor will have sufficient force on hand so that this pipe can be installed between trains and not require cribbing for the installation.

Yours very truly,

/s/ L. V. Chausse
Division Engineer

LVC:nr

Original sent to H. [illegible] Smith 11-14-46.

RECEIVED
NOV 8 1946
FOR FILING

S-88-1

November 7, 1946

Mr. L. V. Chausse
Division Engineer
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

We are improving the Hope-Derry Section of the Vale-West Secondary Highway which crosses your Burns branch with a grade crossing near the town of Hope.

At the present time our side ditch along the westerly side of the highway is blocked by the railroad, and there is no outlet for runoff for the area lying northerly of the railroad and westerly of the highway. We are requesting permission to install an 18-inch corrugated metal pipe beneath the railroad embankment, as shown on the attached sketch.

Will you kindly secure the necessary permission for our contractor to proceed with this work and arrange for your section crew to supervise the installation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc: Mr. H. G. Smith
Mr. Paul Van Scoy
Mr. N. A. Teele

FORM E-90 [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 1, 1946

SUBJECT: Hope-Derry Ranch Project
Re: Pipe Installation

To:

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Sir:

In connection with grading operations on the Hope-Derry Ranch Project, it is necessary to install an 18 inch pipe under the Union Pacific Railroad at our Station 112+84.

Mr. Toole has been advised by the Union Pacific Roadmaster that the matter will have to be taken up with the Union Pacific Railroad Division Engineer at Pocatello.

A form letter and a sketch map by Mr. Toole are enclosed for the purpose of presenting the request to the Union Pacific Railroad Division Engineer.

Will you kindly write and arrange to obtain permission to install this pipe? Our contractor will furnish the pipe and also labor if the railroad wishes this arrangement.

Very truly yours,

Paul Van Scoy

PAUL VAN SCOY
Division Engineer

PVS/fh
cc
encl.

RECEIVED
NOV 14 1946
FOR FILING

S-88-1

November 9, 1946

Mr. T. M. Davis, District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Subject: Hope-Derry Ranch Section, Vale West
Secondary Highway in Malheur County
F.A.P. S-88 (1)

This project calls for a 65-inch arch-type culvert at the crossing of the Warm Springs irrigation canal at station 130+65. The irrigation district has protested this structure on the grounds of danger to clogging up of weeds and debris in the canal, and are asking that we provide a structure that will not restrict the water way. We are therefore substituting a timber span using treated piling and untreated timber in the superstructure. This will be built in accordance with our drawing 6681, copies of which are attached. The work will be done by the State's own forces, using material which we now have on hand. Cost of the work will be paid by the State, and Federal Aid allotment will not be increased.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP GM
cc G. S. Paxson
S. H. Probert
H. G. Smith
Paul Van Scoy

Attached

RECEIVED
NOV 6 1946
FOR FILING

S-88(1)

October 31, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work covering the construction of a 13 foot laminated deck span over the Warm Springs Irrigation Canal at Station 130 + 85 on the Hope-Barry Ranch Section of the Vale-West Secondary Highway in Malheur County, Contract No. 2836, in connection with Federal Aid Project No. S-88 (1).

It is necessary to change the design from culvert pipe installation to a clear span to eliminate obstruction in the canal. Objection was made by Mr. White, Engineer for the Irrigation Company, to pipe installation on account of drift of weeds, etc., plugging such installations.

This span will be constructed instead of the "65" Arch-Type Corrugated Metal Pipe," Item No. 12, in the original contract bid items.

Very truly yours,

R. H. Baldock
State Highway Engineer

DEP:SM

Encl.

RECEIVED
OCT 11 1946
FOR FILING

[illegible]

September 13, 1946

E. F. Jacobsen & Co., Inc.
0445 S. W. Porter Street
Portland 1, Oregon

Gentlemen:

Confirming my telegram to you of September 12, the State Highway Commission yesterday awarded to you the contract for grading, surfacing and oiling on the Hope-Derry Ranch Section of the Vale-West Secondary Highway, in Malheur County. This award was based on your low bid of $122,796.50 submitted on August 7, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
cc - Mr. R. C. Smith
Mr. S. H. Probert
Goldie Lewis

gex confirmed

JTC

ge to the account of ______________ $ ______ File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER	X	NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

A. N. WILLIAMS, CHAIRMAN OF THE BOARD

JOSEPH L. EGAN, PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

4:55 p.m.
September 12, 1946

K. F. Jacobsen & Co., Inc.
0445 S. W. Porter Street
Portland, Oregon

State Highway Commission awarded you today contract for Hope-Derry Ranch Section of Vale-West Secondary Highway, Malheur County based on your low bid submitted August 7, 1946. Contract Forms Follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

co
Charge
Salem, Oregon

RECEIVED
SEP 16 1946
FOR FILING

S-88(1)

Sep. 16, 1946

K. F. Jacobsen & Co., Inc.
0445 S.W. Porter Street
Portland 1, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2836 which was awarded to you by the State Highway Commission on September 12, 1946, covering regrading and oil mat surfacing on the Hope-Darry Ranch Section of the Vale-West Highway, Malheur County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is calledto the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Sent Express 9-16-46
Recorded
JC

S-88 (1)

RECEIVED
SEP 13 1946
FOR FILING

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(08)

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

A. N. WILLIAMS, CHAIRMAN OF THE BOARD
JOSEPH L. EGAN, PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA 141 29/28 1 EXTRA GOVT=WUX PORTLAND ORG 12 350P
1946 SEP 12 PM 4 11

R H BALDOCK
STATE HIGHWAY ENGINEER=

REYOURTEL TODAY WE CONCUR IN AWARD CONTRACT OREGON S-88(1) TO K F JACOBSEN & CO. LOW BIDDERS. CHANGE DATE OUR CONCURRENCE LETTER AUGUST TWENTY THIRD TO TODAY=

T M DAVIS

S-88(1).

REFERRED TO
BY SECRETARY

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

R. H. BALDOCK, STATE HIGHWAY ENGINEER

Sender's name and address
(For reference only)

Sender's telephone number

NOTED
H. B. GLAISYER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

R. H. BALDOCK, STATE OFFICE BUILDING, SALEM, OREGON
Sender's name and address
(For reference only)

4171
Sender's telephone number

RECEIVED
SEP 9 1946
FOR FILING

S-88(1)

Salem, Oregon
September 7, 1946

Attached letter from
K. F. Jacobsen & Co., Inc.

Mr. R. H. Baldock

Karl Jacobsen called me on the telephone a few days ago and inquired as to the status of the award of the contract for the Hope-Derry Ranch Section of the Vale-West Highway. I asked Mr. Probert when he expected the award would be made, and he advised me that it was held up because of right of way difficulties.

I then inquired of Mr. DeSouza as to the status of the right of way acquisition, and he informed me that a survey was being made for a slight revision of the alignment, and new descriptions had not yet been furnished him, so he could not negotiate for the right of way.

I passed this information along to Mr. Jacobsen, who, I might say, pointed out that the 30-day period for the award had about expired. He advised me that he wants the job and is willing to extend the period within which the award is to be made. I asked him to so state in writing and have the surety on his bid bond consent thereto. The attached letter is the result. It was preceded by a telegram to the same effect which I gave to Mr. Probert.

Secretary

HBG:eo 9/9

RECEIVED
SEP 11 1946
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C-88-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1946

REFERRED TO
Mr. Smith
By Chief Engineer

J. o. [illegible]

SUBJECT: Attached letter from
K. F. Jacobsen & Co., Inc.

To:

Mr. R. H. Baldock

Karl Jacobsen called me on the telephone a few days ago and inquired as to the status of the award of the contract for the Hope-Derry Ranch Section of the Vale-West Highway. I asked Mr. Probert when he expected the award would be made, and he advised me that it was held up because of right of way difficulties.

I then inquired of Mr. DeSouza as to the status of the right of way acquisition, and he informed me that a survey was being made for a slight revision of the alignment, and new descriptions had not yet been furnished him, so he could not negotiate for the right of way.

I passed this information along to Mr. Jacobsen, who, I might say, pointed out that the 30-day period for the award had about expired. He advised me that he wants the job and is willing to extend the period within which the award is to be made. I asked him to so state in writing and have the surety on his bid bond consent thereto. The attached letter is the result. It was preceded by a telegram to the same effect which I gave to Mr. Probert.

H B Glaisyer

Secretary

HBG:eo 9/9

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S. 88 (1)

COPY

K. F. JACOBSEN & CO., INC.

General Contractors

0445 Southwest Porter Street
Portland 1, Oregon

September 5, 1946

Oregon State Highway Commission
Salem, Oregon

ATT: Mr. H. B. Glaisyer

Gentlemen:

We understand that the awarding of the Hope-Derry Ranch Section of the Vale-West Highway in Malheur County on which we were low bidder at the August 7th letting is being held up because of right-of-way difficulties.

We hereby waive the 30-day limitation on the awarding and agree to accept award of the job up to and including Oct. 1, 1946.

Respectfully Yours',

K. F. Jacobsen & Co.

/s/ K. F. JACOBSEN

We hereby consent to an extension of time to October 1st, 1946 under the above bid. This in no manner alters or waives the terms or conditions of our bond thereon.

GREAT AMERICAN INDEMNITY COMPANY

By SEAL

/s/ Fred C. Reed
Attorney-in-Fact

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 5, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

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SEP 6 1946
FOR FILING

S - 8(1

September 4, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of July 23rd and yours of July 29th, regarding Oregon Project No. S-88(1), the Hope-Derry Ranch Section of the Vale - West Highway with regard to flattening the curve at Sta. 226.

After making a field investigation, we believe that changing the curve from 36° to 25° is desirable and will impose no added complication or inconvenience to intersecting traffic. Will you please make the appropriate arrangements to accomplish this revision.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

NOTED
H. G. SMITH

RECEIVED
SEP 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 31 1946
FOR FILING

FAS 88-1

July 29, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

In connection with your letter of July 23rd concerning the Hope-Berry Ranch Section, Project FAS - 88 (1), this will advise as follows:

1. The curve at Station 226 will be flattened from 36° to 29° if field investigation shows such flattening to be physically possible and economically justifiable, and provided, also, that after field investigation you consider the flattening desirable from the standpoint of intersecting traffic.

2. Reflectorized railroad grade crossing signs will be installed at the railway grade crossing at Station 112+84.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GEB

CC Mr. Paul Van Scoy
Mr. W. O. Widdows

Mr. Widdows: If the contract involved is awarded, please arrange for the installation of reflectorized cross-buck and advance warning signs as indicated.

R. H. B.

NTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

July 23, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. S-88(1), Hope - Derry Ranch Section of the Vale - West Highway in Malheur County, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Our recommendation for approval is subject to the condition that if a field investigation shows that it is physically possible and economically justifiable to flatten the curve at Station 226 from 36° to 25° that the change will be made under construction.

Our recommendation for approval is also subject to the condition that before concurrence in award, that you agree to install concurrently with the construction of the project, reflectorized railroad crossing signs at the intersection at Station 112+84.

Concurrence in award will be withheld until the right-of-entry to unacquired right-of-way is secured.

Very truly yours,

T. M. Davis

T. M. DAVIS
District Engineer.

MONTANA
OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

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S-88-1

NOTED
State Highway Engineer

August 23, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We hereby concur in award of contract as of this date to K. F. Jacobson Co., Inc., Portland, Oregon, who submitted the low bid on Oregon S-88(1), the Hope - Derry Ranch Section of the Vale - West Secondary Highway.

Very truly yours,

T. M. DAVIS
District Engineer.

By: H A Stoddart
H. A. STODDART
Sr. Highway Engineer.

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OREGON
STATE HIGHWAY COMMISSION

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S-88 (1)

August 15, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

As the Hope-Derry Ranch Project, S-88 (1), for which bids were received on August 7th is, in our opinion, sufficiently essential to warrant its construction under present conditions, we are writing to request that you give consideration to the essentiality feature of the project in order to be in position to give prompt concurrence in the award of contract when the final details of right of way acquisition are completed.

The existing road is in very poor condition being rough, pot-holed, dusty in the summer and soft and sloppy in the winter. It should have been regraded, surfaced and oiled years ago but due to lack of funds and due to war conditions its improvement has had to be neglected. The road serves a large agricultural area and it is not right for the people of the area to have to continue to put up with inadequate means of transportation.

The project requires no considerable amounts of either labor or manufactured materials and is in no way competitive with the building of homes for veterans. The bids received are reasonable and indicate no tendency toward inflation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

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S-88(1)

August 12, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies of a statement showing computed 1946 prices based on 1940 prices in comparison with the low bid prices for major items on the Hope-Derry Ranch Section Project No. S-88 (1).

This statement is submitted in accordance with your requirement where the total cost of major items based on low bid prices exceed the estimated cost of those items based on 1940 unit costs by more than 35%. In the case of this project the increase is 37.3%.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

JWM:GED

ENC.

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FOR FILING

S-88-1

July 29, 1946

Mr. E. W. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

In connection with your letter of July 23rd concerning the Hope-Berry Ranch Section, Project FAS - 88 (1), this will advise as follows:

1. The curve at Station 226 will be flattened from 30° to 25° if field investigation shows such flattening to be physically possible and economically justifiable, and provided, also, that after field investigation you consider the flattening desirable from the standpoint of intersecting traffic.

2. Reflectorized railroad grade crossing signs will be installed at the railway grade crossing at Station 112+84.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GMB

CC Mr. Paul Van Scoy
Mr. W. O. Widdows

Mr. Widdows: If the contract involved is awarded, please arrange for the installation of reflectorized cross-buck and advance warning signs as indicated.

R. H. B.

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5-8E (1)

July 23, 1946

Mr. T. M. Davis, District Engineer
Public Roads Administration
P. O. Box 3900
Portland, 8 Oregon

Dear Sir:

Reference is made to the conversation you had with Mr. Smith concerning the reasons for the 72-degree curve at Station 278 on the Hope-Derry Ranch Section.

The original survey for the Vale-Burrell Ranch Section turned south at about Station 290 and went directly toward Hope, but this was unsatisfactory to the county authorities, the local residents and the Reclamation Service, as the reclamation layout has been based upon the existing road with relation to the farm buildings.

A study was then made to continue farther west and place a flatter curve at about Station 284 but inasmuch as the existing county road continues westward for several miles, this would leave an acute angle intersection on a very steep grade and require some changes in the irrigation canal and drops. It was thought better, therefore, to continue to the four corners, which is also the summit, where the view would be clear in all directions. The county road continues westerly from Station 278. It has not been entirely gravelled as yet but has every indication of eventually carrying considerable traffic. There are also several farm properties on the road to the north of Station 278.

It seems to me that the solution adopted is the safest which could be devised for this place and the alignment sufficiently good for a local road where the traffic consists largely of school buses, vehicles transporting irrigated-farm produce and rural-mail. I feel that the local officials were correct in requesting that the road be changed to our present location.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith.

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FOR FILING

S-84(1)

July 5, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Hope-Derry Ranch Section, Project No. S-84 (1).

Five bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

S-61(8) Madras-Prineville Sec., Madras- 1946
Prineville Hwy.
#2837

R.H. Baldock

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ugust 26th, 1948

FINAL COST ANALYSIS

Madras-Prineville Section
Prefix #107-1007-201(46)

Madras-Prineville Highway
Contract #2837

Grade, Surface & Oil
Rogers Construction Company, Contractors
J. E. Morelock, Resident Engineer

8-61 (8)

Item 2837	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
#*Struct. Excav., Unclass	255.39	Cu. Yd.	$2.86	$3.00	$730.42	$766.17
*Trench " "	981.96	" "	1.74	2.00	1,708.61	1,963.92
*General " "	20,670.2	" "	0.415	0.55	8,578.13	11,368.61
*Short Overhaul	45,166	Yd. Sta.	0.017	0.02	767.82	903.32
*Long Overhaul	512.8	C-Yd. Sta.	0.39	0.50	198.22	256.40
*18" Corr. Metal Pipe	456	Lin. Ft.	2.41	3.00	1,098.96	1,368.00
*24" " " "	108	" "	4.06	5.00	438.48	540.00
*36" " " "	42	" "	7.94	9.00	333.48	378.00
*22" Arch Type Corr. Metal Pipe	14	" "	3.46	5.00	48.44	70.00
*6" Perf. Corr. Metal Pipe	970	" "	0.92	1.20	892.40	1,164.00
*Salvaging Culvert Pipe	90	" "	0.85	2.00	76.50	180.00
*Rock Backfill in Drains	54	Cu. Yd.	3.22	4.00	173.88	216.00
#*Concrete Catch Basins	2	Each	75.00	75.00	150.00	150.00
#*Concrete Curbs & Gutters	48.28	Cu. Yd.	40.00	40.00	1,931.20	1,931.20
#*Wood Sight Posts	440	Each	6.00	6.00	2,640.00	2,640.00
*Selected R/B Topping	63,082.2	Cu. Yd.	0.34	0.40	18,130.06	25,232.88
*Hauling R/B Topping	192,086.1	Yd. Mi.	0.105	0.12	19,955.92	23,050.33
*Stripping Topping Pits	9,826.9	Cu. Yd.	0.19	0.25	1,867.11	2,456.73
3/4"-0" Reject in Cushion Course & Shoulders	7,114	" "	1.27	1.60	9,034.78	11,382.40
4½"-2" Rock in Base	20,901	" "	1.77	2.15	36,994.77	44,937.15
3/4"-0" Rock in Base	10,838	" "	1.77	2.15	19,183.26	23,301.70
1½"-0" Rock in Leveling Course	21,165	" "	1.77	2.20	37,462.05	46,563.00
*Sprinkling	2,647	M/Gal.	1.75	3.50	4,622.65	9,264.50
*Preparation of Base	26.32	Mile	29.40	100.00	773.81	2,632.00

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*3/4"-0" Rock in Binder Course	4,409	Cu. Yd.	$2.20	$3.45	$9,699.80	$15,211.05
*Furnish & place Aggregates	19,081	" "	2.20	2.75	42,066.12	52,472.75
*Furnish & Place RC-3 in Binder	536.43	Ton	25.77	29.00	13,823.80	15,556.47
*Furnish & Place RC-3 in Seal Coat	344.25	"	25.77	29.00	8,871.32	9,983.25
*Furnish & Place 151-200 Asphalt	1,217.39	"	26.37	29.00	32,102.57	35,304.31
3/4"-½" Crushed Rock in Stockpile	5,702.2	Cu. Yd.	2.35	3.50	13,394.43	19,957.70
½"-¼" Crushed Rock in Stockpile	8,512.5	" "	2.35	3.50	19,992.25	29,793.75
¼"-0" Crushed Rock in Stockpile	4,163.6	" "	2.35	2.50	9,781.46	10,409.00
SP Screen Rejects in Stockpile	611.9	" "	0.25	0.25	152.98	152.98
SP Haul Adj., Favor of Contractor	9,420.3	Yd. Mi.	0.08	0.12	753.62	1,130.44
#*PA #1, Dowel Bars & Sleeves		All			14.95	14.95
PA #2, 1¼"-3/4" Crushed Rock in Stockpile	462.3	Cu. Yd.	1.83	3.50	846.56	1,618.05
PA #3, 1¼"-3/4" Crushed Rock in Stockpile	426.6	" "	1.83	1.75	780.68	746.55
PA #3, 3/4"-0" Crushed Rock in Stockpile	61.6	" "	1.83	1.75	112.73	107.80
PA #3, ¼"-0" Crushed Rock in Stockpile	55.1	" "	1.83	1.75	100.83	96.43
*Force Account					1,206.07	1,406.02
					$321,491.13	$406,677.81

Gross Revenue	$406,677.81
Total Cost	321,491.13
Net Profit	$85,186.68

Net Profit Equals 21.0% of Gross Revenue

* Items subcontracted all or in part to Babler Brothers.
∅ Work performed for subcontractor by Carl Johnston.

FINAL COST ANALYSIS
Rogers Construction Company

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-0" Reject in Cushion & Shoulders	7,114	Cu. Yd.	$1.27	$1.60	$9,034.78	$11,382.40
4½"-2" Rock in Base	20,901	" "	1.77	2.15	36,994.77	44,937.15
3/4"-0" Rock in Base	10,838	" "	1.77	2.15	19,183.26	23,301.70
1¼"-0" Rock in Leveling Course	21,165	" "	1.77	2.20	37,462.05	46,563.00
Sprinkling	2,156	M/Gal.	1.70	3.50	3,665.20	7,546.00
3/4"-0" Rock in Binder Course	4,409	Cu. Yd.	1.44	2.10	6,348.96	9,258.90
Furnish Aggregates	19,081	" "	1.44	1.40	27,564.56	26,713.40
3/4"-½" Cr. Rock in Stockpile	5,702.2	" "	2.35	3.50	13,394.43	19,957.70
½"-¼" Cr. Rock in Stockpile	8,512.5	" "	2.35	3.50	19,992.25	29,793.85
¼"-0" Cr. Rock in Stockpile	4,163.6	" "	2.35	2.50	9,781.46	10,409.00
SP Screen Rejects in Stockpile	611.9	" "	0.25	0.25	152.98	152.98
SP Haul Adj., Favor of Contractor	9,420.3	Yd. Mi.	0.08	0.12	753.62	1,130.44
PA #2, 1¼"-3/4" Cr. Rock in Stockpile	462.3	Cu. Yd.	1.83	3.50	846.56	1,618.05
PA #3, 1¼"-3/4" Cr. Rock in Stockpile	426.6	" "	1.83	1.75	780.68	746.55
PA #3, 3/4"-0" Cr. Rock in Stockpile	61.6	" "	1.83	1.75	112.73	107.80
PA #3, 1/4"-0" Cr. Rock in Stockpile	55.1	" "	1.83	1.75	100.83	96.43
Force Account					487.83	560.99
					$186,656.94	$234,276.34

Gross Revenue	$234,276.34
Total Cost	186,656.94
Net Profit	$47,619.40

Net Profit Equals 20.3% of Gross Revenue

FINAL COST ANALYSIS
Babler Brothers, Subcontractors

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*St. Exc., Unclass	255.39	Cu. Yd.	$2.86	$3.00	$730.42	$766.17
Trench Exc., Unclass	981.96	" "	1.74	2.00	1,708.61	1,963.92
General Exc., Unclass.	20,670.2	" "	0.415	0.55	8,578.13	11,368.61
Short Overhaul	45,166	Yd. Sta.	0.017	0.02	767.82	903.32
Long Overhaul	512.8	C-Yd. Sta.	0.39	0.50	198.22	256.40
18" Corr. Metal Pipe	456	Lin. Ft.	2.41	3.00	1,098.96	1,368.00
24" " " "	108	" "	4.06	5.00	438.48	540.00
36" " " "	42	" "	7.94	9.00	333.48	378.00
22" Arch Type Corr. Metal Pipe	14	" "	3.46	5.00	48.44	70.00
6" Perf. Corr. Metal Pipe	970	" "	0.92	1.20	892.40	1,164.00
Salvaging Culvert Pipe	90	" "	0.85	2.00	76.50	180.00
Rock Backfill in Drains	54	Cu. Yd.	3.22	4.00	173.88	216.00
*Concrete Catch Basins	2	Each	75.00	75.00	150.00	150.00
*Concrete Curbs & Gutters	48.28	Cu. Yd.	40.00	40.00	1,931.20	1,931.20
*Wood Sight Posts	440	Each	6.00	6.00	2,640.00	2,640.00
Selected R/B Topping	63,082.2	Cu. Yd.	0.342	0.40	18,130.06	25,232.88
Hauling R/B Topping	192,086.1	Yd. Mi.	0.105	0.12	19,955.92	23,050.33
Stripping Topping Pit	9,826.9	Cu. Yd.	0.19	0.25	1,867.11	2,456.73
Sprinkling	491	M/Gal.	1.95	3.50	957.45	1,718.50
Preparation of Base	26.32	Mile	29.40	100.00	773.81	2,632.00
3/4"-0" Rock in Binder Course	4,409	Cu. Yd.	0.76	1.35	3,350.84	5,952.15
Furn. & Place Aggregate	19,081	" "	0.76	1.35	14,501.56	25,759.35
Furn. & Place RC-3 in Binder	536.43	Ton	25.77	29.00	13,823.80	15,556.47
Furn. & Place RC-3 in Seal Coat	344.25	"	25.77	29.00	8,871.32	9,983.25
Furn. & Place 151-200	1,217.39	"	26.37	29.00	32,102.57	35,304.21

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*PA #1, Dowel Bars and Sleeves in Expansion Joints	All				$14.95	$14.95
Force Account					718.25	845.03
					$134,834.18	$172,401.47

Gross Revenue	$172,401.47
Total Cost	134,834.18
Net Profit	$37,567.29

Net Profit Equals 21.8% of Gross Revenue

* Work performed for subcontractor by Carl Johnston.

Detail of Cost
Rogers Construction Company

Labor:		
Labor	$50,168.80	
Supervision	9,870.15	
State Industrial Accident Insurance	1,741.25	
Social Security	1,066.62	
Unemployment Insurance	600.39	
		$63,447.21
Equipment Rental & Miscellaneous:		
Equipment Rental	$52,311.25	
Rented Equipment	2,873.60	
Rented Trucks (Including Gas, Oil, Grease and Drivers)	40,597.00	
Gas, Oil & Grease	10,236.05	
Freight & Cartage	1,422.42	
Lumber	205.70	
Explosives	6,040.21	
Small Tools & Misc.	2,409.51	
Bond	1,750.62	
Insurance	695.38	
Home Office & General Overhead	4,668.00	
		123,209.74
Total Cost		$186,656.95

Detail of Cost
Babler Brothers, Subcontractors

Labor:			
Labor		$24,868.71	
Supervision		5,839.80	
State Industrial Accident Insurance		724.01	
Social Security		965.34	
Unemployment Insurance		278.34	
			$32,676.20
Materials:			
RC-3 Asphalt	880.68 Tons at $14.75	$12,990.03	
151-200 Asphalt	1,217.39 " " 15.35	18,686.94	
Freight on Asphalt	2,098.07 " " 6.14	12,891.82	
6" Perf. Corr. Metal Pipe	970 Lin. Ft. at $0.73	708.10	
6" Perf. Corr. Metal Pipe Bands	48 each at $0.73	35.04	
18" Corr. Metal Pipe	456 Lin. Ft. at $1.86	848.16	
18" Corr. Metal Pipe Bands	13 Each at $2.71	35.23	
24" Corr. Metal Pipe	108 Lin. Ft. at $3.05	329.40	
24" Corr. Metal Pipe Bands	5 Each at $3.84	19.19	
36" Corr. Metal Pipe	42 Lin. Ft. at $4.85	203.70	
36" Corr. Metal Pipe Bands	3 Each at $5.20	15.60	
22" Arch Type Corr. Metal Pipe	14 Lin. Ft. at $2.44	34.16	
22" Arch Type Corr. Metal Pipe Bands	1 Each at $3.10	3.10	
Dowel Bars & Sleeves		8.25	
			46,808.72
Equipment Rental & Miscellaneous:			
Equipment Rental		$18,181.20	
Rented Trucks (Including Gas, Oil & Grease)		15,183.43	
Gas, Oil & Grease		10,167.04	
Freight & Cartage		354.96	
Small Tools & Miscellaneous		1,124.00	
Bond		1,299.47	
Insurance		836.26	
Home Office & General Overhead		3,475.00	
			50,621.36
Work Performed by Carl Johnson:			4,727.90
Total Cost			$134,834.18

Remarks:

This was a "Federal Aid Secondary Project", calling for the regrading of 1.95 miles of highway and the construction of 26.32 miles of gravel and rock base and shoulders and oil mat wearing surface.

The contract was bid and awarded September 24th, 1946; construction was started October 16th, 1946, and completed September 9th, 1947.

Although the contract was bid as a single unit by Rogers Construction Company, 43% of the total amount of work was subcontracted to Babler Brothers at the time of the letting, the prime contractor wishing to keep only the crushing and placing of the base and key materials and the crushing of the oiling and maintenance materials, with the subcontractor handling the grading, topping, oiling and miscellaneous small items.

Grading was handled with two D-8 tractors and 15 cubic yard carryalls, one D-8 tractor and dozer, one #12 blade and miscellaneous small equipment, and was completed in approximately five weeks. While there were rather skimpy quantities with considerable finishing work necessary for the small amount of yardage, the progress was very good and a fair profit was made on the grading items. It should be noted that while the price of excavation was rather high for common material, $0.55 per cubic yard, this bid price also covered the sloping and finishing of the roadbed and slopes. Topping was handled by a 3/4 cubic yard shovel, one D-8 and dozer, one D-8 and carryall used for stripping, and rented trucks. Two #12 blades were used for finishing, with the material being rolled by the trucks and watered with one 2,000 gallon water wagon. Good progress was made and an excellent profit shown.

The oiling items were handled by the subcontractor's regular oiling outfit, consisting of two blades, one roller, seven dump trucks, one 3/4 yard shovel, one distributor, one 1,500 gallon and one 2,000 gallon tenders, retort and boiler. Good progress was made, with about 50% of the oiling being done during the last of April and the fore part of May and the remainder during the last part of July and the fore part of August. The splitting of the oiling schedule in this manner enabled the contractor to save a considerable amount of maintaining which would have been required if the oiling had been held up until the entire section was rocked.

An extremely large profit was shown on preparation and the placing of the mineral aggregates, but only a small profit for the furnishing and placing of the asphalt. A low bid price on asphalt with a rise in freight rates were the contributing factors for this small profit.

All small concrete items and the furnishing and placing of the sight posts were handled for the subcontractor by Carl Johnston.

The crushing and placing of the rock base and key and the crushing and stockpiling of the mineral aggregates and stockpile materials were handled by the main contractor, using his large four-crusher unit crushing plant, one 3/4 yard shovel, one D-8 tractor and dozer, one #12 blade, one roller, one wagon drill, one 315 compressor, two 5 yard pit trucks, one water wagon and miscellaneous small equipment and tools.

The materials were crushed from three separate setups, materials from quarries numbers one and two being used for base, key, aggregates and stockpile material, and the material from quarries number three for stockpile material alone. Quarry number one, located 1.75 miles west of Station 475, consisted of a red rock which was fragmented enough to allow the shovel to dig the amounts required without shooting. Quarry number two, located 1.5 miles south of Station 969, consisted of excellent dice rock which was drilled easily with the wagon drill and required very little explosives to shoot in good shape for the shovel. Quarry number three, located at M.P. 12.5 on the Ochoco Highway, drilled quite easily and required only the normal amount of explosives in handling. All material crushed very good but the material from quarry number one pulverized and resulted in a considerable amount of reject material.

All items bid and handled by the contractor were in line with the exception of mineral aggregates. At his bid price of $2.75 per cubic yard, after paying the subcontractor $1.35 for loading, hauling and placing, he had $1.40 for crushing and stockpiling. Although efficient in all the various steps, the cost of production and stockpiling of this material could not be lowered to the price bid.

This project was handled in a most efficient manner both by the contractor and the subcontractor. Excellent progress due to good equipment and good supervision, the holding of the labor costs to a minimum, fair weather conditions during the progress of the work plus fair bid prices for all items except mineral aggregates resulted in a large profit for both the contractor and the subcontractor.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
MAR 31 19[illegible]
FOR FILING

5-61(8)

March 15, 1948

United Pacific Insurance Company
400 Exchange Building
Seattle 14, Washington

Attention: Dorothy Messer
Fidelity and Surety Department
Northwest Branch

Gentlemen:

In your letter of March 11, 1948, acknowledging mine of February 25, 1948, concerning Rogers Construction Company's contract No. 2837, I note that you are canceling the bond furnished in connection with this contract as of the date of acceptance of the contract by the State Highway Commission, October 21, 1947.

You understand, of course, that though October 21, 1947, was the date on which the State Highway Commission formally accepted this contract, that doesn't mean that the liability of the surety is canceled on such date, because, according to the laws of the State of Oregon, creditors have a period of six months from the date of completion of the project and acceptance of it by the State Highway Commission within which to file claims against the job; moreover, if claims have been filed with the Secretary of State in conformity with such statute, the period of liability is extended beyond the six-month period.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:ee

Mrs Lewis
record { on card
this letter

NOTED ON CARD
3-15-48 s

RECEIVED
FEB 26 1948
FOR FILING

S-61(8)

February 25, 1948

United Pacific Insurance Co.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

This to advise you that State Highway Contract No. 2837 for work on the Madras-Prineville Section of the ~~Madras-Prineville~~ Secondary Highway, in Crook and Jefferson Counties, has been completed by the contractor, Rogers Construction Co., and that final payment in the amount of $13,484.99 will be made on or after March 6, 1948.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $406,677.81, of which amount $1,406.02 represents force account items. This contract was completed September 9 and accepted by the Commission October 21, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: McGovern-Carroll Co., Agent
624 Payton Bldg.
Spokane, Wash.

NOTED ON CARD

2-25-48 gl

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JAN 12 194
FOR FILING

5-61(8)

December 30, 1947

United Pacific Insurance Co.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Co., on contract No. 2837, covering the Madras-Prineville Section of the Madras-Prineville Secondary Highway in Crook and Jefferson Counties. This payment, in the amount of $3,596.64, will be made on or after January 9, 1948. The retained percentage is $12,160.60.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: McGovern-Carroll Co.
624 Peyton Bldg.
Spokane, Wn.

NOTED
H. B. GLAISYER

NOTED ON CARD

12-30-47 g(

Form E-1—5M—4-47

5-61(8)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 14, 1947

Section Madras-Prineville

Kind of work

Highway

Section prefix 107-1007

Contractor Rogers Construction Co.

Contract number 2837 S 61 (8)

Date of contract, 19

Date of completion, 19

Date work started, 19

Estimated date of completion, 19

Amount of contract $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date, $, %

Date project was completed September 9, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Profile tracing plotted. Quantities computed and checked.

Mass Diagram twenty percent complete.

NOTED
E. G. SMITH

NOV 17 1947

NOTED
E. A PEASE

Signed J. E. Morelock

Address Madras

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
OCT 17 1947
FOR FILING

5-61(8)

October 17, 1947

United Pacific Insurance Co.
McGovern-Carroll Co., Agent
624 Peyton Bldg.
Spokane, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to release to Rogers Construction Company a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 2837 for work on the Madras-Prineville Section of the Madras-Prineville Secondary Highway, in Crook and Jefferson Counties. This payment, which is in the amount of $19,166.91, reduces the amount of the retained percentage to 3% of the total amount earned by the contractor, or the sum of $12,049.37. The present payment to the contractor will be made on or after October 27, 1947.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is given you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

NOTED ON CARD

10-17-47 gl

RECEIVED
SEP 22 1947
FOR FILING

S61(8)

2837

Salem, Oregon
September 19, 1947

Mr. C. S. Paxson:

We are handing you herewith two copies of the agreement between the Federal Government and the Highway Commission covering the canal and lateral crossings of the Madras-Prineville Secondary Highway and the Madras-Prineville new location.

These copies are being forwarded to you for your information and files.

W. C. Williams

JM:bb
Attachments

FORM K-90 25M 7-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1947

SUBJECT:

To:

Mr. W. C. Williams

Attached are two copies of the agreement between the United States of America and the State Highway Commission covering canal and lateral crossings of the Madras-Prineville Secondary Highway and the Madras-Prineville Highway (new location).

These two copies are being handed you for disposition as you see fit. The original copy has been filed in the records and files of the Commission here in Salem, and, responding to Mr. Wm. E. Chandler's request of September 15, I have forwarded one copy to him.

Secretary

eo
Attchs.

FORM 2-123X 9M 6-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED FOR FILING

S-61(8)

#2837

September 15, 1947

Mr. R. P. McRae, Mayor
Prineville, Oregon

Dear Sir:

This is to advise that the contractor constructing the Madras-Prineville Secondary Highway has completed his contract, and the work was formally accepted as completed on September 9, 1947.

In accordance with the agreement executed by the State Highway Commission and the City of Prineville, also the County of Crook, on December 27, 1945, the maintenance of the streets formerly used as a part of the Madras-Prineville Highway are now an obligation of the City of Prineville, and the authority over said streets now rests in the city's hands.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Engineer, County and City Relations

OC:me

cc Mr. W. W. Stiffler ✓
Mr. E. A. Collier
Mr. W. E. Chandler

NOTED
W. W. STIFFLER

Kw

Form 2-123X 5M 5 43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
SEP 17 1947
FOR FILING

S-61 (8)

#2837

September 15, 1947

Honorable Asa E. Battles
County Judge of Crook County
Prineville, Oregon

Dear Judge:

This is to advise that the contractor on the Madras-Prineville Secondary Highway satisfactorily completed his contract on September 9, 1947, and the project has been accepted as completed.

In accordance with the agreement executed by the Crook County Court and the State Highway Commission relative to the maintenance of the former route of the Madras-Prineville Secondary Highway, we are advising that the obligation to maintain, and the authority over the former route outside of the City of Prineville, now rests in the hands of the Crook County Court.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Engineer, County and City Relations

NOTED
W. C. WILLIAMS

OC:em

cc Mr. W. W. Stiffler
Mr. E. A. Collier
Mr. W. E. Chandler

Form E-1—5M—4-47

S-61(8)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 13, 1947

Section Madras-Prineville

Kind of work Regrading, Oil Mat,& Rock Production

Highway Madras-Prineville

Section prefix 107-1007

Contractor Rogers Construction Co.

Contract number 2837 S 61 (8)

Date of contract September 4, 19~~XX~~, 46

Date of completion November 30, 1947

Date work started October 16, 1946

Estimated date of completion , 19

Amount of contract $407,688.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $405,000.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 22,200, 91 %

Date project was completed September 9, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor had departed by midweek. Only a feww very small items of cleanup remained at this writing.

Two stockpiles and a reject pile remain to be measured. Field work will then be completed.

W. H. Schwiesow called at the office early in the week.

SEP 16 1947

NOTED

Signed J. E. Morelock

Address Madras

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.95	26.32	49.1	26.32	
Miles partially completed					
Miles completed	1.95	26.32	49.1	26.32	
Total estimated quantities					
Estimated quantities moved or placed to date	30,000	63,000 Top 60,800 C.R.	18,600/	22,735	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

/

RECEIVED
JUL 23 1947
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
PORTLAND 8, OREGON

S-61(8)

July 16, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-61(8)
Madras-Prineville

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
JUL 18 1947
OREGON
STATE HIGHWAY COMMISSION

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PR 2 (Revised 1946)

State OREGON WA8pr 7264

Project No. S-61(8)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of June, 1947,

by and between The Oregon State Highway Commission,

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of June, 1946, a project statement, which was approved on the 22nd day of July, 1946, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of September, 1946; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred twenty-one thousand, three hundred forty and 00/100 dollars ($221,340.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 51, Laws 1920; Chap. 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 139+45.3 in the SE 1/4, Sec. 14, T. 11 S., R. 13 E., W.M., and survey station 1529+17 at the east boundary of the NW 1/4, Sec. 6, T. 15 S., R. 16 E., W.M., except Stations 1391+15 - 1391+84 and Stations 1428+37 - 1429+84.

, length 26.284 miles, in Jefferson and Crook Counties being Oregon Federal Aid / Secondary project No. S-61(8), consisting of 26.284 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

RECEIVED 1947 OREGON DISTRICT

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred twenty-one thousand, three hundred forty and 00/100 dollars ($221,340.00), which does not exceed the authorized Federal pro rata share of three hundred ninety-one thousand, six hundred nine and 80/100 dollars ($391,609.80), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
JUL 1 1947
OREGON DISTRICT

RECEIVED
JUL 9 1947
FOR FILING

S-61(8)

June 30, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the installing of 120 sight posts on the Madras-Prineville Section of the Madras-Prineville Secondary Highway in Crook and Jefferson Counties, Contract No. 2837, in connection with Federal Aid Project No. S-61 (8).

Those sight posts were purchased by the State Contract No. 2766, Madras-Lamonta, Project S-61 (7), to be placed after the road was oiled.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. C. Smith, Acting

DEP:SM

Encl.

Im

RECEIVED
JUN 13 1947
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
~~XXXXXXXXXXX~~
PORTLAND 8, OREGON

June 6, 1947

S-61(8)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-61(8)
Madras-Prineville Section
Warm Springs Highway.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, specifications, and plans.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
JUN 7 1947
OREGON
STATE HIGHWAY COMMISSION

Jwr

RECEIVED
JUN 11 1947
FOR FILING

S-61 (8)

May 2, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Madras-Prineville Section, Project No. S-61 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:lh

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-61 (8)

MADRAS-PRINEVILLE SECTION OF THE
MADRAS-PRINEVILLE HIGHWAY IN CROOK AND JEFFERSON COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 17, 1947

20' Roadway (Sta. 139+63.3 to 1516+65.38)

130	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 390.00
90	cu. yds.	Trench Excavation, Unclassified	2.00	180.00
15,800	cu. yds.	General Excavation, Unclassified	0.55	8,690.00
26,400	yd. sta.	Short Overhaul	0.02	528.00
540	C-yd. sta.	Long Overhaul	0.50	270.00
50	lin. ft.	24" Corr. Metal Pipe	5.00	250.00
50	lin. ft.	36" Corr. Metal Pipe	9.00	450.00
1,000	lin. ft.	6" Perforated Corr. Metal Pipe	1.20	1,200.00
90	lin. ft.	Salvaging Culvert Pipe	2.00	180.00
50	cu. yds.	Rock Backfill in Drains	4.00	200.00
440	only	Wood Sight Posts	6.00	2,640.00
62,700	cu. yds.	Selected Roadbed Topping	0.40	25,080.00
197,900	yd. mi.	Hauling Roadbed Topping	0.12	23,748.00
4,000	cu. yds.	Stripping Topping Material Pits	0.25	1,000.00
8,300	cu. yds.	3/4" - 0" Reject Material in Cushion Course and Shoulders	1.60	13,280.00
20,800	cu. yds.	4½" - 2" Rock in Base	2.15	44,720.00
10,940	cu. yds.	3/4" - 0" Rock in Base	2.15	23,521.00
22,000	cu. yds.	1½" - 0" Rock in Leveling Course	2.20	48,400.00
2,400	M-gal.	Sprinkling	3.50	8,400.00
26.08	miles	Preparation of Base	100.00	2,608.00
2,900	cu. yds.	3/4" - 0" Rock in Binder Course	3.45	10,005.00
17,000	cu. yds.	Furnishing and Placing Aggregates	2.75	46,750.00
490	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	29.00	14,210.00
320	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	29.00	9,280.00
1,130	tons	Furnishing and Placing 151-200 Asphalt	29.00	32,770.00
		Subtotal		$318,750.00
		10% Engr. & Cont.		31,875.00
		Total		$350,625.00

Length of Roadway	26.047 miles
Length of Bridge (Exception)	.030 mile
Cost per mile, Roadway	$13,461.24

48' Roadway (Sta. 1516+65.38 to 1529+17)

40	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 120.00
380	cu. yds.	Trench Excavation, Unclassified	2.00	760.00
4,200	cu. yds.	General Excavation, Unclassified	0.55	2,310.00
18,400	yd. sta.	Short Overhaul	0.02	368.00
440	C-yd. sta.	Long Overhaul	0.50	220.00
270	lin. ft.	18" Corr. Metal Pipe	3.00	810.00
30	lin. ft.	24" Corr. Metal Pipe	5.00	150.00
20	lin. ft.	22" Arch Type Corr. Metal Pipe	5.00	100.00
2	only	Concrete Catch Basins	75.00	150.00
56	cu. yds.	Concrete Curbs and Gutters	40.00	2,240.00
1,300	cu. yds.	Selected Roadbed Topping	0.40	520.00
7,100	yd. mi.	Hauling Roadbed Topping	0.12	852.00
100	cu. yds.	3/4" - 0" Reject Material in Cushion Course and Shoulders	1.60	160.00
1,400	cu. yds.	4½" - 2" Rock in Base	2.15	3,010.00
760	cu. yds.	3/4" - 0" Rock in Base	2.15	1,634.00
600	M-gal.	Sprinkling	3.50	2,100.00
0.24	mile	Preparation of Base	100.00	24.00
300	cu. yds.	3/4" - 0" Rock in Binder Course	3.45	1,035.00
1,900	cu. yds.	Furnishing and Placing Aggregates	2.75	5,225.00
50	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	29.00	1,450.00
40	tons	Furnishing and Placing MC-3 or Emulsified Asphalt in Seal Coat	29.00	1,160.00
130	tons	Furnishing and Placing 151-200 Asphalt	29.00	3,770.00
		Subtotal		$ 28,168.00
		10% Engr. & Cont.		2,816.80
		Total		$ 30,984.80

Length of Roadway 0.237 mile
Cost per mile $130,737.55

SUMMARY OF FUNDS

Item	Total Cost	Federal Secondary Funds	State Funds
20' Roadway	$350,625.00	$203,368.00	$147,257.00
48' Roadway	30,984.80	17,972.00	13,012.80
	$381,609.80	$221,340.00	$160,269.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-61 (8)

MADRAS-PRINEVILLE SECTION OF THE
MADRAS-PRINEVILLE HIGHWAY IN CROOK AND JEFFERSON COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 31, 1946

20' Roadway (Sta. 139+63.3 to 1516+65.38)

130	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 390.00
90	cu. yds.	Trench Excavation, Unclassified	3.00	270.00
15,800	cu. yds.	General Excavation, Unclassified	.50	7,900.00
26,400	yd. sta.	Short Overhaul	.02	528.00
540	C-yd. sta.	Long Overhaul	.50	270.00
50	lin. ft.	24" Corr. Metal Pipe	4.50	225.00
50	lin. ft.	36" Corr. Metal Pipe	8.00	400.00
1,000	lin. ft.	6" Perforated Corr. Metal Pipe	1.25	1,250.00
90	lin. ft.	Salvaging Culvert Pipe	1.50	135.00
50	cu. yds.	Rock Backfill in Drains	4.00	200.00
440	only	Wood Sight Posts	4.00	1,760.00
62,700	cu. yds.	Selected Roadbed Topping	.40	25,080.00
197,900	yd. mi.	Hauling Roadbed Topping	.15	29,685.00
4,000	cu. yds.	Stripping Topping Material Pits	.30	1,200.00
8,800	cu. yds.	3/4" - 0" Reject Material in Cushion Course and Shoulders	1.25	11,000.00
20,800	cu. yds.	4½" - 2" Rock in Base	2.10	43,680.00
10,940	cu. yds.	3/4" - 0" Rock in Base	2.25	24,615.00
22,000	cu. yds.	1½" - 0" Rock in Leveling Course	2.25	49,500.00
2,400	M-gals.	Sprinkling	2.50	6,000.00
26.08	miles	Preparation of Base	150.00	3,912.00
2,900	cu. yds.	3/4" - 0" Rock in Binder Course	3.25	9,425.00
17,000	cu. yds.	Furnishing and Placing Aggregates	3.25	55,250.00
490	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	30.00	14,700.00
320	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	9,600.00
1,130	tons	Furnishing and Placing 151-200 Asphalt	30.00	33,900.00
			Subtotal	$330,875.00
			10% Engr. & Cont.	33,087.50
			Total	$363,962.50

26.047

Length of Roadway	26.085 miles
Length of Bridge (Exception)	.030 mile
Cost per mile, Roadway	$12,684.49

48' Roadway (Sta. 1516+65.38 to 1529+17)

40	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 120.00
380	cu. yds.	Trench Excavation, Unclassified	3.00	1,140.00
4,200	cu. yds.	General Excavation, Unclassified	.50	2,100.00
18,400	yd. sta.	Short Overhaul	.02	368.00
440	C-yd. sta.	Long Overhaul	.50	220.00
270	lin. ft.	18" Corr. Metal Pipe	3.00	810.00
30	lin. ft.	24" Corr. Metal Pipe	4.50	135.00
20	lin. ft.	22" Arch Type Corr. Metal Pipe	5.00	100.00
2	only	Concrete Catch Basins	40.00	80.00
56	cu. yds.	Concrete Curbs and Gutters	45.00	2,520.00
1,300	cu. yds.	Selected Roadbed Topping	.40	520.00
7,100	yd. mi.	Hauling Roadbed Topping	.15	1,065.00
100	cu. yds.	3/4" - 0" Reject Material in Cushion Course and Shoulders	1.25	125.00
1,400	cu. yds.	4½" - 2" Rock in Base	2.10	2,940.00
760	cu. yds.	3/4" - 0" Rock in Base	2.25	1,710.00
600	M-gals.	Sprinkling	2.50	1,500.00
0.24	mile	Preparation of Base	150.00	36.00
300	cu. yds.	3/4" - 0" Rock in Binder Course	3.25	975.00
1,900	cu. yds.	Furnishing and Placing Aggregates	3.25	6,175.00
50	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	30.00	1,500.00
40	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	1,200.00
130	tons	Furnishing and Placing 151-200 Asphalt	30.00	3,900.00
			Subtotal	$29,239.00
			10% Engr. & Cont.	2,923.90
			Total	$32,162.90

Length of Roadway	0.237 mile
Cost per mile	$135,708.43

SUMMARY OF FUNDS

Item	Total Cost	Fed. Secondary Funds	State Funds
20' Roadway	$363,962.50	$159,872.00	$204,090.50
48' Roadway	32,162.90	14,128.00	18,034.90
	$396,125.40	$174,000.00	$222,125.40

August 31, 1946

Mr. F. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Redmond-Prineville Section, Project No. S-61 (8).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:JF
Encls.

MADRAS-PRINEVILLE SECTION

PROJECT NO. S-61 (8)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 31, 1946

Oregon State Highway Department

Federal Aid Secondary
Project No. S-61 (8)

MADRAS-PRINEVILLE SECTION OF THE
MADRAS-PRINEVILLE HIGHWAY IN CROOK AND JEFFERSON COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 5, 1946

20' Roadway (Sta. 129+63. to 1516+65.38)

130	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 390.00
90	cu. yds.	Trench Excavation, Unclassified	3.00	270.00
15,800	cu. yds.	General Excavation, Unclassified	.50	7,900.00
26,400	yd. sta.	Short Overhaul	.02	528.00
540	C-yd. sta.	Long Overhaul	.50	270.00
50	lin. ft.	24" Corr. Metal Pipe	4.50	225.00
50	lin. ft.	36" Corr. Metal Pipe	8.00	400.00
1,000	lin. ft.	6" Perforated Corr. Metal Pipe	1.25	1,250.00
90	lin. ft.	Salvaging Culvert Pipe	1.50	135.00
50	cu. yds.	Rock Backfill in Drains	4.00	200.00
440	only	Wood Sight Posts	4.00	1,760.00
62,700	cu. yds.	Selected Roadbed Topping	.40	25,080.00
197,900	yd. mi.	Hauling Roadbed Topping	.15	29,685.00
4,000	cu. yds.	Stripping Topping Material Pits	.30	1,200.00
8,300	cu. yds.	3/4" - 0" Reject Material in Cushion Course and Shoulders	1.25	10,375.00
20,800	cu. yds.	4½" - 2" Rock in Base	2.10	43,680.00
10,940	cu. yds.	3/4" - 0" Rock in Base	2.25	24,615.00
22,000	cu. yds.	1¼" - 0" Rock in Leveling Course	2.25	49,500.00
2,400	M-gals.	Sprinkling	2.50	6,000.00
26.08	miles	Preparation of Base	150.00	3,912.00
2,900	cu. yds.	3/4" - 0" Rock in Binder Course	3.25	9,425.00
17,000	cu. yds.	Furnishing and Placing Aggregates	3.25	55,250.00
490	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	30.00	14,700.00
320	tons	Furnishing and Placing MC-3 or Emulsified Asphalt in Seal Coat	30.00	9,600.00
1,130	tons	Furnishing and Placing 151-200 Asphalt	30.00	33,900.00
		Subtotal		$330,250.00
		10% Engr. & Cont.		33,025.00
		Total		$363,275.00

Length of Roadway	26.047 miles
Length of Bridge (Exception)	.030 mile
Cost per mile, Roadway	$13,946.90

48' Roadway (Sta. 1516+65.38 to 1529+17)

40	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 120.00
380	cu. yds.	Trench Excavation, Unclassified	3.00	1,140.00
4,200	cu. yds.	General Excavation, Unclassified	.50	2,100.00
18,400	yd. sta.	Short Overhaul	.02	368.00
440	C-yd. sta.	Long Overhaul	.50	220.00
270	lin. ft.	18" Corr. Metal Pipe	3.00	810.00
30	lin. ft.	24" Corr. Metal Pipe	4.50	135.00
20	lin. ft.	22" Arch Type Corr. Metal Pipe	5.00	100.00
2	only	Concrete Catch Basins	40.00	80.00
56	cu. yds.	Concrete Curbs and Gutters	45.00	2,520.00
1,300	cu. yds.	Selected Roadbed Topping	.40	520.00
7,100	yd. mi.	Hauling Roadbed Topping	.15	1,065.00
100	cu. yds.	3/4" - 0" Reject Material in Cushion Course and Shoulders	1.25	125.00
1,400	cu. yds.	4½" - 2" Rock in Base	2.10	2,940.00
760	cu. yds.	3/4" - 0" Rock in Base	2.25	1,710.00
600	M-gals.	Sprinkling	2.50	1,500.00
0.24	mile	Preparation of Base	150.00	36.00
300	cu. yds.	3/4" - 0" Rock in Binder Course	3.25	975.00
1,900	cu. yds.	Furnishing and Placing Aggregates	3.25	6,175.00
50	tons	Furnishing and Placing SC-3 Asphalt in Binder Course	30.00	1,500.00
40	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	1,200.00
130	tons	Furnishing and Placing 151-200 Asphalt	30.00	3,900.00
			Subtotal	$29,239.00
			10% Engr. & Cont.	2,923.90
			Total	$32,162.90

Length of Roadway 0.237 mile
Cost per mile $135,708.43

SUMMARY OF FUNDS

Item	Total Cost	Federal Secondary Funds	State Funds
20' Roadway	$363,275.00	$159,848.00	$203,427.00
48' Roadway	32,162.90	14,152.00	18,010.90
	$395,437.90	$174,000.00	$221,437.90

September 5, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the comment contained in your letter of September 3, 1946, regarding the use of 3/4" - 6" Reject Material in Cushion Course over the existing topping between Stations 993 and 1072+50 on the Madras-Prineville Section, Project No. S-61(8), we have revised the P. S. & E. papers to delete the use of the materials between the above mentioned stations.

We are accordingly enclosing seven copies of revised estimate, six copies of special provision page number 12 and six copies of bid sheet number 2.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

ANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[illegible]
Division 8

September 3, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our preliminary review of P.S. & E. for Oregon Project No. S-61(8), the Madras - Prineville Section of the Madras - Prineville Highway, we note that it is proposed to use reject material from the rock crushing operation as a blanket course under the keyed macadam surfacing and as shoulder material. While we have advocated use of such blanket courses and recognize that this may be the best available for this project, we question the advisability of its use as a cushion over the existing topping between Station 993 and 1072+50 and suggest that it be eliminated between these stations.

No action will be taken on approval of these P.S.& E. papers pending your reply.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

Eliminated
cushion course
993-1072+50
[illegible]
at 9/4/46
TW

RECEIVED
SEP 4 1946
OREGON
STATE HIGHWAY COMMISSION

Jm

RECEIVED
OCT 5 1946
FOR FILING

S-61-8

October 4, 1946

Babler Brothers
4617 S.E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

In compliance with your request we are today mailing, under separate cover, two sets of the plans and special provisions covering the Madras-Prineville Section, Contract No. 2837.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. C. Wood/MM

BABLER
RICHARD BABLER

JOS. H. SCHESTAK
JAS. A. POLLOCK

BABLER BROS.
GENERAL CONTRACTORS
PHONE EAST 8677
4617 S. E. MILWAUKIE AVE.
PORTLAND 2, OREGON

October 2, 1946

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:-

Please send us 2 sets of the plans and specifications covering the Madras-Prineville Secondary Highway Contract, in Crook and Jefferson Counties.

✓

Yours very truly,

BABLER BROS.

By Lloyd Babler
Lloyd Babler

JHS

Mailed
10/2/46
(A)

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OCT 3 1946
OREGON
STATE HIGHWAY COMMISSION

JM

RECEIVED
OCT 4 1946
FOR FILING

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

S-61-8

NOTED
State Highway Engineer

September 30, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the P.S.& E. papers covering Oregon Federal Aid Secondary Project No. S-61(8), Madras-Prineville.

The proposed channelization at the junction of the Ochoco Highway, west of Prineville, seems more elaborate than the traffic warrants, and it has been suggested that construction of roadways B, F, and G be deferred until evidence of need arises.

Even though the contract including roadway B has been awarded, we would appreciate your comments regarding this matter.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
OCT 2 1946
OREGON
STATE HIGHWAY COMMISSION

Copies sent to Project.

RECEIVED
SEP 27 1946
FOR FILING

5.61(8)

Sep. 26, 1946

Rogers Construction Co.
Rte. 15, Box 231
Portland 16, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2837 which was awarded to you by the State Highway Commission on September 24, 1946, covering regrading, oil mat surfacing and rock production on the Madras-Prineville Section of the Madras-Prineville Secondary Highway, in Crook and Jefferson Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

RECEIVED
SEP 25 1946
FOR FILING
S-61 (8)

September 25, 1946

Rogers Construction Company
Route 15, Box 231
Portland, Oregon

Gentlemen:

The State Highway Commission on September 24, 1946, awarded you the contract for regrading, oil-mat surfacing, and furnishing crushed rock in stockpiles on the Madras-Prineville Section of the Madras-Prineville Secondary Highway in Crook and Jefferson Counties. This award was based on your low bid of $407,668.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

hr

cc - S. H. Probert

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 5, OREGON

RECEIVED
DEC 3 1946
FOR FILING

S-61(8)

September 24, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence as of today in the award of contract on Federal Aid Secondary Highway Project No. S-61(8), the Madras-Prineville Section of the Madras-Prineville Secondary Highway to Rogers Construction Company, Portland, Oregon, who submitted the low bid.

Our concurrence is also made on the basis that Federal participation will not exceed the programmed amount of Federal Funds unless and until requests for any additional funds are approved by the Division Engineer or Commissioner.

Very truly yours,

T. M. DAVIS
District Engineer.

RECEIVED
SEP 26 1946
OREGON
STATE HIGHWAY COMMISSION

Jem

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
DEC 3 1946
FOR FILING

S-61(8)

September 9, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. S-61(8), Madras - Prineville Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
SEP 10 1946
OREGON
STATE HIGHWAY COMMISSION

jm

RECEIVED
SEP 16 1946
FOR FILING

S-61-8

September 5, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the comment contained in your letter of September 3, 1946, regarding the use of 3/4" - 0" Reject Material in Cushion Course over the existing topping between Stations 993 and 1072+50 on the Madras-Prineville Section, Project No. S-61(8), we have revised the P. S. & E. papers to delete the use of the materials between the above mentioned stations.

We are accordingly enclosing seven copies of revised estimate, six copies of special provision page number 12 and six copies of bid sheet number 2.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

UI-306(7) Front Ave. (Alder St.- 1946
Sheridan St. Sec.), Pacific
#2838 Hwy. West

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ALASKA
MONTANA
OREGON
IDAHO UI-306(7)
WASHINGTON

BUREAU OF PUBLIC ROADS
S. DEPARTMENT OF COMMERCE
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

March 14, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon UI-306(7)
Front Avenue

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Tom

rm PR 2 (Revised 1946)

7880

State Oregon

Federal Aid Urban Project No. UI-306(7)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of March, 19[illegible], by and between The Oregon State Highway Commission

for the purpose hereof, the Highway Department of the State of Oregon, constituting hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 11th day of July, 1945, a program, which was approved on the 11th day of September, 1945, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 12th day of June, 1946; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-nine thousand and 00/100 dollars ($29,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 102+75 near S.W. Alder Street and survey station 150+50 near S.W. Carruthers Street on Front Avenue in Portland, without exception, length 0.904 miles, in Multnomah County, being Oregon Federal Aid / Urban project No. UI-306(7), consisting of 0.904 miles of roadside improvement. ~~roadway and ________ bridges, each of more than 20 feet clear span ________ of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

10—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty-nine thousand and 00/100 dollars ($29,000.00), which does not exceed the authorized Federal pro rata share of fifty-three thousand, eight hundred seventy-two and 78/100 dollars ($53,872.78), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

ORECON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

HIGHWAY ENGINEER

Attest
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

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★ MAR 1 3 1950 ★

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FOR FILING

UI-306(7)
MONTANA
OREGON
IDAHO
WASHINGTON

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

February 21, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon UI-306(7)
Front Avenue, Portland
Roadside Improvement

Dear Sir:

We are forwarding herewith two copies of proposed project agreement. If these are found to be satisfactory, they should be signed by the Commission and returned to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

Jm

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FOR FILING

UI-306 (7)

#2838

February 10, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Front Avenue (Alder St.-Sheridan St.) Section, Project No. UI-306 (7).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:gs

Encl.

Oregon State Highway Department Federal Aid Project No. UI-306 (7)

FRONT AVENUE (ALDER ST.-SHERIDAN ST.) SECTION
OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 30, 1949

Type Code X005

(Station 102+75 to 150+50 = 150+49.32)

Placing Topsoil (Contract No. 2838)

8.0	acres	Right of Way Cleanup	$110.00	$ 880.00
60	sq. yds.	Removal of Walks	0.50	30.00
760	lin. ft.	Concrete Curbs	1.25	950.00
550	cu. yds.	Excavating, Hauling and Depositing Subgrade Materials	1.40	770.00
8.0	acres	Preparation of Subgrade	250.00	2,000.00
5,500	cu. yds.	Furnishing and Placing Topsoil	2.15	11,825.00
				$16,455.00

Irrigating System and Seeding (Contract No. 3126)

2,250	lin. ft.	½" Galvanized Iron Pipe	$ 0.295	$ 663.75
4,900	lin. ft.	3/4" Galvanized Iron Pipe	0.376	1,842.40
2,850	lin. ft.	1" Galvanized Iron Pipe	0.55	1,567.50
2,050	lin. ft.	1¼" Galvanized Iron Pipe	0.74	1,517.00
1,050	lin. ft.	1½" Galvanized Iron Pipe	0.855	897.75
2,350	lin. ft.	2" Galvanized Iron Pipe	1.15	2,702.50
850	lin. ft.	2½" Galvanized Iron Pipe	1.69	1,436.50
1	only	1¼" Control Valves	10.00	10.00
8	only	1½" Control Valves	15.00	120.00
33	only	2" Control Valves	20.00	660.00
60	only	3/4" Hose Faucets	3.50	210.00
25	only	½" Drain Valves	6.00	150.00
620	only	Pop-up Non-revolving Sprinkler Heads	3.20	1,984.00
16	only	Pop-up Revolving Sprinkler Heads	13.50	216.00
4.3	acres	Seeding	870.00	3,741.00
				$17,718.40

Planting (Contract No. 3190)

152	only	Furnishing and Planting Trees	$ 3.79	$ 576.08
3,950	only	Furnishing and Planting Shrubs	2.25	8,887.50
6,040	only	Furnishing and Planting Vines	0.284	1,715.36

6,500	only	Planting St. Johnswort Plants	$ 0.146	$ 949.00
10	only	Planting Ivy Plants	0.244	2.44
215	bales	Peat Moss	3.25	698.75
2,700	lbs.	Bone Meal	0.045	121.50
120	units	Sawdust Mulch Materials	10.50	1,260.00
				$14,210.63

Subtotal	$48,348.03
10% Engr. & Cont.	4,834.80
Total	$53,222.43

Length of Roadway	0.897 mile
Length of Overcrossing Structure	0.007 mile
Total Length	0.904 mile

Federal Aid Funds- -	$29,000.00
State Funds- -	24,222.43
	$53,222.43

State Furnished Plants (Nonparticipating)

6,500	only	St. Johnswort Plants	$ 0.10	$ 650.00
10	only	Ivy Plants	0.035	0.35
				$ 650.35

State Funds for Construction: Chap. 175, Laws 1917; Chap 31, Laws 1920;
Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

June 22, 1949

Mr. T. N. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of P. S. & E. estimate for the Front Avenue (Alder St.-Sheridan St.) Section, Project No. UI-306 (7), in which estimate the unit price for the item of Furnishing and Planting Shrubs has been changed.

Likewise are enclosed six copies of a letter sent to prospective bidders advising of certain changes to be incorporated in the contract specifications by supplemental special provisions.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

Oregon State Highway Department Federal Aid Project No. UI-306 (7)

FRONT AVENUE (ALDER ST.-SHERIDAN ST.) SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 22, 1949

Type Code Y005

(Station 102+75 to 150+50 = 150+49.32)
Placing Topsoil (Contract No. 2838)

8.0	acres	Right of Way Cleanup	$110.00	$ 880.00
60	sq. yds.	Removal of Walks	0.50	30.00
760	lin. ft.	Concrete Curbs	1.25	950.00
550	cu. yds.	Excavating, Hauling and Depositing Subgrade Materials	1.40	770.00
8.0	acres	Preparation of Subgrade	250.00	2,000.00
5,500	cu. yds.	Furnishing and Placing Topsoil	2.15	11,825.00
				$16,455.00

Irrigating System and Seeding (Contract No. 3126)

2,250	lin. ft.	½" Galvanized Iron Pipe	$ 0.295	$ 663.75
4,900	lin. ft.	3/4" Galvanized Iron Pipe	0.376	1,842.40
2,850	lin. ft.	1" Galvanized Iron Pipe	0.55	1,567.50
2,050	lin. ft.	1¼" Galvanized Iron Pipe	0.74	1,517.00
1,050	lin. ft.	1½" Galvanized Iron Pipe	0.855	897.75
2,350	lin. ft.	2" Galvanized Iron Pipe	1.15	2,702.50
850	lin. ft.	2½" Galvanized Iron Pipe	1.69	1,436.50
1	only	1¼" Control Valves	10.00	10.00
8	only	1½" Control Valves	15.00	120.00
33	only	2" Control Valves	20.00	660.00
60	only	3/4" Hose Faucets	3.50	210.00
25	only	½" Drain Valves	6.00	150.00
620	only	Pop-up Non-revolving Sprinkler Heads	3.20	1,984.00
16	only	Pop-up Revolving Sprinkler Heads	13.50	216.00
4.3	acres	Seeding	870.00	3,741.00
				$17,718.40

Planting (Estimated Unit Prices)

152	only	Furnishing and Planting Trees	$ 4.00	$ 608.00
3,950	only	Furnishing and Planting Shrubs	2.50	9,875.00

6,040	only	Furnishing and Planting Vines	$ 0.35	$ 2,114.00
6,500	only	Planting St. Johnswort Plants	0.15	975.00
10	only	Planting Ivy Plants	0.15	1.50
215	bales	Peat Moss	5.00	1,075.00
2,700	lbs.	Bone Meal	0.07	189.00
120	units	Sawdust Mulch Material	12.00	1,440.00
				$16,277.50

Subtotal	$50,450.90
10% Engr. & Cont.	5,045.09
Total	$55,495.99

Length of Roadway	0.897 mile
Length of O'Xing Structure	0.007 mile
Total Length	0.904 mile

Federal Aid Funds- -	$29,000.00
State Funds- -	26,495.99
	$55,495.99

__State Furnished Plants (Nonparticipating)__

6,500	only	St. Johnswort Plants	$ 0.10	$ 650.00
10	only	Ivy Plants	0.035	0.35
				$ 650.35

7

Oregon State Highway Department　　　　Federal Aid Project No. UI-306 (7)

FRONT AVENUE (ALDER ST.-SHERIDAN ST.) SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 20, 1949

Type Code Y005

(Station 102+75 to 150+50 = 150+49.32)

Placing Topsoil (Contract No. 2833)

8.0	acres	Right of Way Cleanup	$110.00	$ 880.00
60	sq. yds.	Removal of Walks	0.50	30.00
760	lin. ft.	Concrete Curbs	1.25	950.00
550	cu. yds.	Excavating, Hauling and Depositing Subgrade Materials	1.40	770.00
8.0	acres	Preparation of Subgrade	250.00	2,000.00
5,500	cu. yds.	Furnishing and Placing Topsoil	2.15	11,825.00
				$16,455.00

Irrigating System and Seeding (Contract No. 3126)

2,250	lin. ft.	½" Galvanized Iron Pipe	$ 0.295	$ 663.75
4,900	lin. ft.	3/4" Galvanized Iron Pipe	0.376	1,842.40
2,850	lin. ft.	1" Galvanized Iron Pipe	0.55	1,567.50
2,050	lin. ft.	1¼" Galvanized Iron Pipe	0.74	1,517.00
1,050	lin. ft.	1½" Galvanized Iron Pipe	0.855	897.75
2,350	lin. ft.	2" Galvanized Iron Pipe	1.15	2,702.50
850	lin. ft.	2½" Galvanized Iron Pipe	1.69	1,436.50
1	only	1¼" Control Valves	10.00	10.00
8	only	1½" Control Valves	15.00	120.00
33	only	2" Control Valves	20.00	660.00
60	only	3/4" Hose Faucets	3.50	210.00
25	only	½" Drain Valves	6.00	150.00
620	only	Pop-up Non-revolving Sprinkler Heads	3.20	1,984.00
16	only	Pop-up Revolving Sprinkler Heads	13.50	216.00
4.3	acres	Seeding	870.00	3,741.00
				$17,718.40

Planting (Estimated Unit Prices)

152	only	Furnishing and Planting Trees	$ 4.00	$ 608.00
3,950	only	Furnishing and Planting Shrubs	2.5 ~~2.00~~	~~7,900.00~~ 987

6,040	only	Furnishing and Planting Vines	$ 0.35	$ 2,114.00
6,500	only	Planting St. Johnswort Plants	0.15	975.00
10	only	Planting Ivy Plants	0.15	1.50
215	bales	Peat Moss	5.00	1,075.00
2,700	lbs.	Bone Meal	0.07	189.00
120	units	Sawdust Mulch Material	12.00	1,440.00

~~$14,302.50~~ 16277.50

Subtotal ~~$48,475.90~~ 50450.90

10% Engr. & Cont. ~~4,847.59~~ 5045.09

Total ~~$53,323.49~~ 55,495.99

Length of Roadway	0.897 mile
Length of O'Xing Structure	0.007 mile
Total Length	0.904 mile

Federal Aid Funds- $29,000.00

State Funds- ~~24,323.49~~ 26 495.99

~~$53,323.49~~ 55495.99

State Furnished Plants (Nonparticipating)

6,500	only	St. Johnswort Plants	$ 0.10	$ 650.00
10	only	Ivy Plants	0.035	0.35
				$ 650.35

May 20, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the Front Avenue (Alder St.-Sheridan St.) Section, Project No. UI-306 (7).

Six bid proposals and one set of full size plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMH/gs

Encl.

March 9, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the installation of a sprinkling system and seeding of lawn areas on the Front Avenue (Alder St.-Sheridan St.) Section, Project No. UI-306 (7).

Six bid proposals and one set of full size plans are being sent under separate cover.

There is included in the estimate an item of "Additional Landscaping Work" to provide for the planting of shrubs under a future contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

Oregon State Highway Department

Federal Aid Project No. UI-306 (7)

FRONT AVENUE (ALDER ST.-SHERIDAN ST) SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 9, 1949

Type Code Y005

(Station 102+75 to 150+50 = 150+49.32)
Placing Topsoil (Contract No. 2838)

8.0	acres	Right of Way Cleanup	$110.00	$ 880.00
60	sq. yd.	Removal of Walks	0.50	30.00
760	lin. ft.	Concrete Curbs	1.25	950.00
550	cu. yds.	Excavating, Hauling and Depositing Subgrade Materials	1.40	770.00
8.0	acres	Preparation of Subgrade	250.00	2,000.00
5,500	cu. yds.	Furnishing and Placing Topsoil	2.15	11,825.00
				$16,455.00

Irrigating System and Seeding

2,250	lin. ft.	½" Galvanized Iron Pipe	$ 0.40	$ 900.00
4,900	lin. ft.	3/4" Galvanized Iron Pipe	0.50	2,450.00
2,850	lin. ft.	1" Galvanized Iron Pipe	0.60	1,710.00
2,050	lin. ft.	1¼" Galvanized Iron Pipe	0.70	1,435.00
1,050	lin. ft.	1½" Galvanized Iron Pipe	0.80	840.00
2,350	lin. ft.	2" Galvanized Iron Pipe	1.00	2,350.00
850	lin. ft.	2½" Galvanized Iron Pipe	1.40	1,190.00
2,250	lin. ft.	½" Copper Tube	0.50	(Alternate)
4,900	lin. ft.	3/4" Copper Tube	0.60	(Alternate)
2,850	lin. ft.	1" Copper Tube	0.80	(Alternate)
2,050	lin. ft.	1¼" Copper Tube	1.10	(Alternate)
1,050	lin. ft.	1½" Copper Tube	1.20	(Alternate)
2,350	lin. ft.	2" Copper Tube	1.60	(Alternate)
850	lin. ft.	2½" Copper Tube	2.30	(Alternate)
1	only	1¼" Control Valve	12.00	12.00
8	only	1½" Control Valve	16.00	128.00
33	only	2" Control Valve	19.00	627.00
60	only	3/4" Hose Faucets	5.00	300.00
25	only	½" Drain Valves	8.00	200.00
620	only	Pop-up Non-Revolving Sprinkler Heads	5.00	3,100.00
16	only	Pop-up Revolving Sprinkler Heads	14.00	224.00
4.3	acres	Seeding	2,000.00	8,600.00
				$24,066.00

All Required	Additional Landscaping Work		$ 5,000.00
		Subtotal	$45,521.00
		10% Engr. & Cont.	4,552.10
		Total	$50,073.10

Length of Roadway	0.897 mile
Length of O'Xing Structure	0.007 mile
Total length	0.904 mile

Federal Aid Funds- -	$29,000.00
State Funds -	21,073.10
	$50,073.10

Oregon State Highway Department   Federal Aid Project No. UI-306 (7)

FRONT AVENUE (ALDER ST.-SHERIDAN ST) SECTION
OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 9, 1949

Type Code X006

(Station 108+75 to 150+50 = 150+49.32)
Placing Topsoil (Contract No. 2838)

8.0	acres	Right of Way Cleanup	$110.00	$ 880.00
60	sq. yd.	Removal of Walks	0.50	30.00
760	lin. ft.	Concrete Curbs	1.25	950.00
550	cu. yds.	Excavating, Hauling and Depositing Subgrade Materials	1.40	770.00
8.0	acres	Preparation of Subgrade	250.00	2,000.00
5,500	cu. yds.	Furnishing and Placing Topsoil	2.15	11,825.00
				$16,455.00

Irrigating System and Seeding

2,250	lin. ft.	½" Galvanized Iron Pipe	$ 0.40	$ 900.00
4,900	lin. ft.	3/4" Galvanized Iron Pipe	0.50	2,450.00
2,850	lin. ft.	1" Galvanized Iron Pipe	0.60	1,710.00
2,050	lin. ft.	1¼" Galvanized Iron Pipe	0.70	1,435.00
1,050	lin. ft.	1½" Galvanized Iron Pipe	0.80	840.00
2,350	lin. ft.	2" Galvanized Iron Pipe	1.00	2,350.00
850	lin. ft.	2½" Galvanized Iron Pipe	1.40	1,190.00
2,250	lin. ft.	½" Copper Tube	0.50	(Alternate)
4,900	lin. ft.	3/4" Copper Tube	0.60	(Alternate)
2,850	lin. ft.	1" Copper Tube	0.80	(Alternate)
2,050	lin. ft.	1¼" Copper Tube	1.10	(Alternate)
1,050	lin. ft.	1½" Copper Tube	1.20	(Alternate)
2,350	lin. ft.	2" Copper Tube	1.60	(Alternate)
850	lin. ft.	2½" Copper Tube	2.30	(Alternate)
1	only	1¼" Control Valve	12.00	12.00
8	only	1½" Control Valve	16.00	128.00
33	only	2" Control Valve	19.00	627.00
60	only	3/4" Hose Faucets	5.00	300.00
25	only	½" Drain Valves	8.00	200.00
620	only	Pop-up Non-Revolving Sprinkler Heads	5.00	3,100.00
16	only	Pop-up Revolving Sprinkler Heads	14.00	224.00
4.3	acres	Seeding	2,000.00	8,600.00
				$24,066.00

All Required	Additional Landscaping Work		$ 5,000.00
		Subtotal	$45,521.00
		10% Engr. & Cont.	4,552.10
		Total	$50,073.10

Length of Roadway	0.897 mile
Length of O'Xing Structure	0.007 mile
Total length	0.904 mile

Federal Aid Funds- -	$29,000.00
State Funds -	21,073.10
	$50,073.10

FRONT AVENUE (ALDER ST.-SHERIDAN ST.) SECTION

PROJECT NO. UI-306 (7)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 9, 1949

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FOR FILING

UI-306 (7)

2838

October 20, 1949

Mr. William A. Bowes
Commissioner of Public Works
City Hall
Portland 4, Oregon

Dear Sir:

The Bureau of Public Roads has called to our attention the fact that private property adjacent to the right of way of Harbor Drive at the southwest corner of Harbor Drive and Market Street is apparently being used for refuge disposal. This unsightly condition is especially noticeable as the landscaping of Harbor Drive nears its completion.

We, of course, have no jurisdiction over the property in question, it being outside the right of way, but we thought perhaps the City, if it so desired, may have means of preventing such refuge disposal at a spot where its appearance is unsightly.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:mm

cc Mr. T. M. Davis

OF COMMERCE
BUREAU OF PUBLIC ROADS

~~PUBLIC ROADS ADMINISTRATION~~
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

October 14, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

During a recent inspection of Oregon Project No. 306(7), Sheridan - Alder Street Section of Harbor Drive in Portland, it was noted that private property adjacent to the right of way at the southwest corner of Harbor Drive and Market Street is apparently being used for refuse disposal. This unsightly condition is especially noticeable as the landscaping of Harbor Drive is now almost completed and scarred areas planted or screened.

Although you have no jurisdiction over the property in question no doubt the city has the necessary authority and would take appropriate action if this matter were called to their attention by the State Highway Commission.

Very truly yours,

T.M. Davis
T.M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

[illegible]

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COMMISSION

RECEIVED
JUN 29 1949
FOR FILING

UI-306(7)

2838

June 28, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We send herewith prints of sheets 14 and 16, revised, of the plans for the Alder St.-Sheridan St. landscaping project, project No. UI-306 (7).

The revision of these sheets was made necessary by elimination from the planting proposed to be done on the project of 320 Bar Harbor creeping juniper plants.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP/gs

Encl.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

JUN 3 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Project No. UI-306(7), Front Avenue (Alder Street - Sheridan Street) Section of the Pacific Highway, West, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
JUN -6 [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 4 1949
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

UI 306(7)

#2838

March 25, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon Federal-aid Project No. UI-306(7), Front Avenue (Alder St.-Sheridan St.) Section of the Pacific Highway West in Portland.

Very truly yours,

W. H. LYNCH
Division Engineer

By: Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

March 23, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the proposed landscaping on Oregon UI-306(5), the Sheridan Street - Bancroft Street Section of the Front Avenue Project, Portland, on which you desire to open bids in conjunction with similar work on UI-306(7) April 11, 1949.

It now developes there is a conflict between the proposed new work and the present contract for topsoiling and seeding held by the Coast Construction Company on the same project. Reference is made to my telephone conversations today with Mr. Williams and Mr. Probert and until this conflict is satisfactorily adjusted, we hereby withdraw our authorization of March 21st for the advertising of this project.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 1900
PORTLAND 8, OREGON

[illegible] 21 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Project UI-306(7), Front Avenue(Alder St.-Sheridan St.) Section of the Pacific Highway West have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
[illegible]

RECEIVED
FEB 13 1947
FOR FILING
FORM E-30 25M 6-43

11-30667

File

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FEB. 11, 1947

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	1582	2838	4-FINAL	EDLEFSEN-WEYGANDT CO.	500.00	303102	R. gt
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.		[illegible]					
11.		2-11-47, gt					
12.							

MR. GLAISYER:
YOUR ACCEPTANCE NOTICE IS ON FILE WITH US FOR THIS JOB.

AAW

ACCOUNTING DIVISION

By AAW
Bookkeeping Dept.

Approved
Secretary

RECEIVED
JAN 31 1947
FOR FILING

UI-366-7

January 30, 1947

Fidelity and Deposit Co.
Clarence D. Porter, Agent
Failing Bldg.
Portland 4, Oregon

Dear Sir:

You are hereby notified that State Highway contract No. 2838 for work on the Front Avenue (Alder St.-Sheridan St.) Section of the Pacific Highway West, in Multnomah County, has been completed by the contractor, Edlefsen-Weygandt Company, and that final payment in the amount of $500.00 will be made on or after February 10, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $14,999.54 and that no force account work was performed therein. This contract was completed on November 29, 1946 and accepted by the Commission on December 30, 1946.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl NOTED ON CARD

1-30-47 gl

RECEIVED
JAN 11 1947
FOR FILING

U1-306 (7)

January 10, 1947

Fidelity and Deposit Co.
Clarence D. Porter, Agent
Failing Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edlefsen & Weygandt Co., on contract No. 2938, covering top-soiling on the Front Avenue (Alder Street-Sheridan Street) Section on the Pacific Highway West, in Multnomah County. This payment, in the amount of $751.73, will be made on or after January 20, 1947. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
1-10-47 gl

Form E-1—6M—12-46

UI-306 (7)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 4th, 1947, 19

Section Alder St. - Sheridan St.
Kind of work Topsoiling
Highway Pacific Highway West
Section prefix 26-1074; UI - 306 (7)
Contractor Edlefsen - Weygandt Co.
Contract number 2838
Date of contract Sept. 24th. 1946, 19
Date of completion Nov. 30th. 1946, 19
Date work started Oct. 2nd. 1946, 19
Estimated date of completion Nov. 29th. 1946, 19
Amount of contract $ 16,455.00
Per cent of time elapsed 99 %
Estimated cost of completed project, exclusive of engineering $ 14,999.54
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, $ 1195.00, 123 %
Date project was completed Nov. 29th. 1946, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semifinal estimate and the supporting records were delivered to the Division Office this week, which finishes this job.

This is the final weekly report on this job.

NOTED
RAY WEBBER

1947

Signed A W Dean
Address 9200 SE McLoughlin Blvd. Port. Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.9	Topsoiling			
Miles partially completed					
Miles completed	0.9				
Total estimated quantities	5500 cy				
Estimated quantities moved or placed to date	5120 cy	Final			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
DEC 14 1946
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

UI-306-7

December 9, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Project No. UI-306(7), Front Avenue (Alder St. - Sheridan St.) Section ______________________, was made by a representative of this office on November 29, 1946

Prompt submission of the final voucher will be appreciated.

Very truly yours,
T. M. Davis
District Engineer

RECEIVED
DEC 12 1946
OREGON
STATE HIGHWAY COMMISSION

Jos

RECEIVED
OCT 22 1946
FOR FILING

UI-306 (7)

October 22, 1946

Edlefsen-Weygandt Co.
9233 N. Calvert Avenue
Portland
Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2858 which was awarded to you on September 24, 1946 by the State Highway Commission, covering topsoiling on the Front Avenue (Alder St.-Sheridan St.) Section of the Pacific Highway West, in Multnomah County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

[illegible]

RECEIVED
SEP 25 1946
FOR FILING
U1.306(7)

Jm

September 25, 1946

Edlefsen Weygandt Co.
P. O. Box 5626
Portland 3, Oregon

Gentlemen:

The State Highway Commission on September 24, 1946, awarded you the contract for furnishing and placing topsoil cover material on the Front Avenue (Alder St.-Sheridan St.) Section of the Pacific Highway West in Multnomah County. This award was based on your low bid of $16,455.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr

cc - S. H. Probert

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
DEC 3 1946
FOR FILING

UI-306(7)

September 24, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence of today in the award of contract on Oregon Federal Aid Project No. UI-306(7), The Alder Street-Sheridan Street portion of the Front Avenue Section to Edlefsen-Weygant, Portland, Oregon, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
SEP 26 1946
OREGON
STATE HIGHWAY COMMISSION

JA

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
DEC 3 1946
FOR FILING

UI-306(7)

September 6, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

You are hereby authorized to readvertise for bids on Oregon Project No. UI-306(7), Front Avenue (Alder Street - Sheridan Street) Portland.

The revised proposal currently submitted by you for bid opening on September 23 is today being recommended for approval.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
[illegible] 10 1946
OREGON
STATE HIGHWAY COMMISSION

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RECEIVED
JUL 31 1946
FOR FILING

UI-306-7

July 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate to accompany plans and specifications for the Front Avenue (Clay St.-Sheridan St.) Section, Project No. UI-306 (7), which estimate has been revised by a change in the unit price for "Furnishing and Placing Topsoil."

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

July 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate to accompany plans and specifications for the Front Avenue (Clay St.-Sheridan St.) Section, Project No. UI-306 (7), which estimate has been revised by a change in the unit price for "Furnishing and Placing Topsoil."

Very truly yours,

R. H. Baldock
State Highway Engineer

J[illegible]:GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. UI-306 (7)

FRONT AVENUE (ALDER ST.-SHERIDAN ST.) SECTION
OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 26, 1946

8.0	acres	Right of Way Clean-up	$ 75.00	$ 600.00
60	sq. yds.	Removal of Walk	0.50	30.00
760	lin. ft.	Concrete Curb	1.25	950.00
550	cu. yds.	Excavating, Hauling and Depositing Subgrade Materials	1.00	550.00
8.0	acres	Preparation of Subgrade	125.00	1,000.00
5,500	cu. yds.	Furnishing and Placing Topsoil	2.25	12,375.00
			Subtotal	$15,505.00
			10% Engr. & Cont.	1,550.50
			Total	$17,055.50

Length of Roadway	0.897 mile
Length of Overcrossing Structure	0.007 mile
Total Length	0.904 mile
Cost per mile	$19,013.93

Federal Aid Funds- -	$ 9,800.00
State Funds- -	7,255.50
	$17,055.50

(8)

Oregon State Highway Department

Federal Aid Project
No. UI-306 (7)

FRONT AVENUE (ALDER ST.-SHERIDAN ST.) SECTION
OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, ~~June 20,~~ 1946

8.0	acres	Right of Way Clean-up	$ 75.00	$ 600.00	
60	sq. yds.	Removal of Walk	0.50	30.00	
760	lin. ft.	Concrete Curb	1.25	950.00	
550	cu. yds.	Excavating, Hauling and Depositing Subgrade Materials	1.00	550.00	
8.0	acres	Preparation of Subgrade	125.00	1,000.00	
5,500	cu. yds.	Furnishing and Placing Topsoil	2.25 ~~1.85~~	~~10,175.00~~	12375.00
		Subtotal		~~$13,305.00~~	15505.00
		10% Engr. & Cont.		~~1,330.50~~	1550.50
		Total		~~$14,635.50~~	17055.50

Length of Roadway	0.897 mile
Length of Overcrossing Structure	0.007 mile
Total Length	0.904 mile
Cost per mile	~~$16,316.05~~ 19013.93

Federal Aid Funds- -	$ ~~8,490.00~~	9800.00
State Funds- -	~~6,145.50~~	7255.50
	~~$14,635.50~~	17055.50

June 20, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of revised estimate to accompany plans and specifications for the Front Avenue (Alder St.-Sheridan St.) Section, Project No. UI-306 (7).

The estimate has been revised by changes in the estimated unit prices for the items "Concrete Curb" and "Furnishing and Placing Topsoil."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

8

Oregon State Highway Department

Federal Aid Project
No. UI-306 (7)

FRONT AVENUE (ALDER ST.-SHERIDAN ST.) SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June ~~14~~ 1946

8.0	acres	Right of Way Clean-up	$ 75.00	$ 600.00	
60	sq. yds.	Removal of Walk	0.50	30.00	
760	lin. ft.	Concrete Curb	~~1.00~~ 1.25	~~760.00~~	950.00
550	cu. yds.	Excavating, Hauling and Depositing Subgrade Materials	1.00	550.00	
8.0	acres	Preparation of Subgrade	125.00	1,000.00	
5,500	cu. yds.	Furnishing and Placing Topsoil	~~1.75~~ 1.85	~~9,625.00~~	10175.00
		Subtotal		~~$12,565.00~~	13305.00
		10% Engr. & Cont.		~~1,256.50~~	1330.50
		Total		~~$13,821.50~~	14,635.50

Length of Roadway	0.897 mile
Length of Overcrossing Structure	0.007 mile
Total Length	0.904 mile
Cost per mile	~~$15,408.58~~ 16,316.05

Federal Aid Funds- -	$ ~~8,000.00~~	8490.00
State Funds- -	~~5,821.50~~	6145.50
	~~$13,821.50~~	14635.50

June 4, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate, four copies of right of way statement and three copies of summary of Federal Aid Work for the Front Avenue (Alder St.-Sheridan St.) Section, Project No. UI-306 (7).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GB

Encl.

FRONT AVENUE (ALDER ST.-SHERIDAN ST.) SECTION

PROJECT NO. UI-306 (7)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 4, 1946

STATEMENT OF FEDERAL AID WORK

FRONT AVENUE SECTION (ALDER ST.-SHERIDAN ST.)

PROJECT NO. UI-306 (7)

Former		Present			Length	
Section	Type	Type	Width	Station to Station	Former	Present
A	703	703	80	102+75 to 106+44	0.070	0.070
A	703	703	50	106+44 to 115+15	0.165	0.165
A	703	703	74	115+15 to 121+05	0.112	0.112
A	703	703	86	121+05 to 126+25	0.098	0.098
B	703	703	82	126+25 to 139+20	0.245	0.245
B	703	703	75	139+20 to 141+91.6 142+27.2 to 150+50- 150+49.32	0.207	0.207

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 5, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

June 26, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence today in the action of the State Highway Commission in rejecting all bids as excessive for the construction of Oregon Project UI-306(7), Front Avenue, (Alder Street-Sheridan Street), Portland.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUN 29 1946
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

July 22, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

You are hereby authorized to readvertise for bids on Oregon Project No. UI-306(7), Front Avenue, (Alder Street - Sheridan Street), Portland.

The revised proposal currently submitted by you has today been recommended for approval.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
JUL 23 1946
OREGON
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~DISTRICT~~
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

June 12, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. UI-306(7), Alder Street to Sheridan Street Section, Pacific Highway West (Front Avenue-Portland), have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

We have corrected the "End of Project" station on plan sheet No. 6 to read:

150+50 BK = 150+49.32 AL

Plans corrected →
Jm

Very truly yours,

T. M. DAVIS
District Engineer

H A Stoddart
By H. A. STODDART
Senior Highway Engineer

RECEIVED
JUN 13 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 24 1946
FOR FILING

306-7

June 20, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of revised estimate to accompany plans and specifications for the Front Avenue (Alder St.-Sheridan St.) Section, Project No. UI-306 (7).

The estimate has been revised by changes in the estimated unit prices for the items "Concrete Curb" and "Furnishing and Placing Topsoil."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
JUN 13 1946
FOR FILING

UI 306-7

June 4, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate, four copies of right of way statement and three copies of summary of Federal Aid Work for the Front Avenue (Alder St.-Sheridan St.) Section, Project No. UI-306 (7).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
JUN 17 1
FOR FILING

UI 306-(7)

June 11, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the Front Avenue Landscaping Project No. UI-306 [illegible].(7)

Six sets of blueprint plans are being sent under separate cover.

In accord with the request of Mr. Stoddart, this work has been changed from Project No. UI-306 (7) to UI-306 (5) and included as a part of the Front Avenue paving and structure project.

Accordingly, the estimate has been prepared to replace the last page of the estimate for UI-306 (5), copies of which you now have, and the plan sheets have been renumbered to be incorporated with the paving and structure plans.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

128-1008 Deschutes River-Sherars Summit Sec.
Sherars Bridge Second. 194

#7339

128-1008
2839

RECEIVED
JAN 5 1948
FOR FILING

NOTED R.H Baldock
State Highway Engineer

December 29th, 1947

FINAL COST ANALYSIS

Deschutes River-Sherars Summit Section
Sherars Bridge Secondary Highway
Regrade, Surface and Oil

Contract #2839
Prefix 128-1008-201(46)

O. C. Yocom, Contractor
J. E. Peck, Resident Engineer

Item	Quantities	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing and Grubbing	100%			$327.50	$1,000.00
*Structural Excavation	88.5 Cu. Yd.	$5.00	$3.15	278.85	442.50
*Trench Excavation	77.7 " "	3.00	2.20	155.60	233.10
*General Excavation	50,271.3 " "	0.90	0.73	36,624.43	45,244.17
*Short Overhaul	73,584 Yd. Sta.	0.02	0.02	1,471.68	1,471.68
*Long Overhaul	621.34 "C" Y.S.	0.50	0.50	310.67	310.67
*Rounding Cutbanks	2,210 Lin. Ft.	0.15	0.12	265.20	331.50
*Finishing Roadbed & Slopes	2.76 Mile	500.00	447.80	1,235.93	1,380.00
*Shaping Roadbed & Slopes	2.4 "	1000.00	615.20	1,476.48	2,400.00
*18" Corr. Metal Pipe	190 Lin. Ft.	3.00	2.64	501.60	570.00
*36" " " "	34 " "	7.50	6.52	221.65	255.00
*48" " " "	64 " "	11.00	9.22	590.05	704.00
*Wood Sight Posts	95 Each	6.00	4.85	460.75	570.00
*Selected Roadbed Topping	7,595 Cu. Yd.	0.60	0.44	3,341.80	4,557.00
*Hauling " "	9,377 Yd. Mi.	0.30	0.18	1,687.90	2,813.10
3/4"-0 Rock in Leveling Course and Shoulders	5,975 Cu. Yd.	2.70	2.27	13,567.53	16,132.50
Sprinkling	954.5 M/Gal.	3.00	2.24	2,143.50	2,863.50
Preparation of Base	5 Mile	300.00	189.00	945.00	1,500.00
3/4"-0 Cr. Rock in Binder Course	776 Cu. Yd.	3.35	2.90	2,250.20	2,599.60
Furnish & Place Aggregates	1,688 Cu. Yd.	3.50	2.90	4,895.00	5,908.00
Furnish & Place RC-3 in Binder Course	89.74 Ton	30.00	28.87	2,591.15	2,692.20
Furnish & Place 151-200 Asphalt	93.16 Ton	30.00	31.95	2,976.81	2,794.80

Item	Quantities	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Furnish & Place RC-3 Asphalt in Seal Coat	44.85 Tons	$30.00	$28.87	$1,295.00	$1,345.50
3/4"-½" Cr. Rock in S.P.	456.3 Cu. Yd.	2.25	1.77	807.65	1,026.68
½"-¼" " " " "	276 " "	2.25	1.77	488.50	621.00
¼"-0" " " " "	250.1 " "	2.25	1.77	442.68	562.73
Stockpile Screen Rejects	318 " "	0.25	0.25	79.50	79.50
Haul Screen Rejects	210 Yd. Mi.	0.12	0.12	25.20	25.20
*PA #1, Purchase 18" Corr. Metal Pipe	28 Lin. Ft.	1.81	1.81	50.68	50.68
				$81,508.49	$100,484.61

* Work done by Leonard & Slate.

	Gross Revenue	Total Cost	Net Profit	% of Profit
Leonard & Slate	$62,333.40	$49,000.77	$13,332.63	21.4% of Gross Revenue
O. C. Yocom	38,151.21	32,507.72	5,643.49	14.8% " " "
Total	$100,484.61	$81,508.49	$18,976.12	18.9% of Gross Revenue

Deschutes River-Sherars Summit

Work Done by O. C. Yocom & Jed Wilson

Detail of Cost

Labor:			
Supervision		$1,556.70	
Labor		8,821.22	
Labor Insurance		696.73	
			$11,074.65
Materials:			
RC-3 Asphalt	134.59 Tons at $15.50	$2,086.14	
151-200 Asphalt	93.16 " " 18.00	1,676.88	
Freight on Asphalt	227.75 " " 5.88	1,339.17	
	(Portland to Sherars Siding)		
			5,102.19
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rentals		$11,665.00	
Hired Equipment		540.70	
Gas, Oil & Grease		1,983.05	
Supplies, Tools & Misc.		322.35	
Office & Overhead Expense		372.60	
Freight & Cartage		289.67	
Drill Steel		150.30	
Explosives		437.00	
Bond & Insurance		570.21	
			16,330.88
Total Cost			$32,507.72

Deschutes River-Sherars Summit

Work Done by Leonard & Slate

Detail of Cost

Labor:

Supervision	$2,175.50	
Labor	18,396.49	
State Industrial Accident Insurance	555.46	
Unemployment Insurance	526.69	
Social Security	187.46	
		$21,841.60

Materials:

18" Corr. Metal Pipe	218 lin. ft. at	$1.81	$394.58	
36" " " "	34 " " "	5.47	185.98	
48" " " "	64 " " "	7.39	472.96	
18" " " "				
18' Bands	7 each "	2.64	18.48	
36" Corr. Metal Pipe Bands	1 " "	5.22	5.22	
48" Corr. Metal Pipe Bands	2 " "	7.09	14.18	
Sight Posts & Paint			330.97	
				1,422.37

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$15,335.00	
Gas, Oil & Grease	3,159.00	
Explosives	1,748.00	
Drill Steel	852.00	
Supplies, Tools & Misc.	770.62	
Misc. Expense, Office, Tax Etc.	511.76	
Home Office & Overhead	1,795.50	
Freight & Cartage	965.00	
Bond & Insurance	599.92	
		25,736.80

Total Cost........................$49,000.77

Deschutes River-Sherars Summit

Remarks:

This contract for the grading, surfacing and oiling of the Deschutes River-Sherars Summit Section of the Sherars Bridge Secondary Highway was bid and awarded September 24th, 1946. Work was started December 2nd, 1946, and the project was completed August 15th, 1947.

The clearing, grading and topping were constructed by Leonard & Slate; the crushed rock was produced by Jed Wilson; and the surfacing and oiling was done by the O. C. Yocom Company.

The excavation material consisted almost entirely of rock; about 60% required drilling and blasting and about 40% was dug without shooting. The excavation was done with a 3/4 cu. yd. shovel, 3 tournatrailers, 2 D8 cats and dozers, 1 D8 cat, 1 15 Cu. Yd. scraper, two compressors and a heavy motor grader. The material was suitable for winter work and good progress was made although there was considerable snow, rain and cold weather.

The selected pit run talus topping was loaded with a 3/4 Cu. Yd. shovel and hauled with 3 12 Cu. Yd. tournatrailers. Good progress was made and a good profit was realized.

This contract was bid in conjunction with a similar adjacent Tygh Valley-Deschutes Section project. The same equipment was used on both jobs which reduced the cost of moving in, supervision and overhead on each contract.

The crushing plant was erected at a quarry located at Station 340 and the crushed rock for both contracts was produced at the one setup. A coyote hole was used for blasting quarry. The material broke up small and was ideal for crushing. A shovel and two 4 cu. yd. trucks were used for loading quarry rock and hauling to crusher. The crushing plant operated 550 hours and produced 27,436 cubic yards of crushed rock required for the two contracts, an average of about 50 cu. yds. per hour.

Good progress was made on the crushed rock surfacing. The material was loaded out of stockpile with a 3/4 cu. yd. shovel and hauled to the street in 8 cu. yd. trucks. Due to steep grade about 8% it was necessary to tow the roller with a cat on some sections of the highway. The surfacing material was placed, sprinkled, bladed, rolled and prepared for oiling in three weeks.

The asphalt was shipped in from Portland to a railroad siding adjacent to the job. The oiling work was started May 5th, and both projects were finished May 24th. Nice weather prevailed and good progress was made, but due to high cost of asphalt only a small profit was made on asphalt.

The contractors had good equipment and supervision. The work was handled efficiently and a fair profit was realized on the contract.

E. H. Clymer
Cost Analyst

By . , V. R. Jones

RECEIVED
DEC 3 1947
FOR FILING

128-1008

December 3, 1947

United States Fidelity & Guaranty Co.
Baltimore 3, Md.

Gentlemen:

You are hereby notified that State Highway Contract No. 2839 for work on Deschutes River-Sherars Summit Section of the Sherars Bridge Secondary Highway, in Sherman and Wasco Counties, has been completed by the contractor, O.C.Yocom Co., assigned to U.S.National Bank of Portland, McMinnville Branch, and that final payment in the amount of $3,089.71 will be made on or after December 13, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $100,484.61 and that no force account work was performed therein. This contract was completed on August 15 and accepted by the Highway Commission on November 25, 1947.

We send you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

NOTED ON CARD

12 3 [illegible]

Form E-1—5M—4-47

128-1008

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 27, 1947

Section Deschutes River-Sherars Summit

Kind of work Gr., Surf and Oil Mat

Highway Sherars Bridge Secondary

Section prefix 128-1008

Contractor O. C. Yocom Co

Contract number 2839

Date of contract Sept 24, 1946

Date of completion Aug 31, 1947

Date work started Dec 2, 1946

Estimated date of completion 19

Amount of contract $ 100,751.00

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $ 100,751.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 6,616.54, %

Date project was completed Aug 15,1 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final Estimate is finished and will be sent in today. This will be the final report on this Section unless some thing further comes up.

NOTED
H. G. SMITH

SEP 29 1947

Signed Peck

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBERS USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
MAR 18 1947
FOR FILING

128-1308

Salem, Oregon
March 17, 1947

M. N. Hawks
Chief Accountant
BUILDING

ATTENTION: Carl Smith

Attached hereto for your information, duplicate copies of two (2) assignments by O. C. Yocom Co. to the United States National Bank of Portland, McMinnville Branch, being assignments of all money due and becoming due to the company in connection with State Highway Contracts Nos. 2839 and 2840.

I previously sent you copies of two (2) letters from The United States Fidelity and Guaranty Company consenting to both assignments.

Secretary

HBG/w

2 Encls. (in dup)

cc - Ralph Eggstaff

RECEIVED
MAR 18 1947
FOR FILING

March 17, 1947

O. C. Yocom Co.
902 E. 11th
McMinnville, Oregon

Gentlemen:

This acknowledges receipt of original and two (2) copies each of your two (2) assignments to the United States National Bank of Portland, McMinnville Branch, which I received in this morning's mail. They appear to be in order, and future payments in connection with Contracts Nos. 2839 and 2840 will be made in conformity therewith. We previously received the consent of the surety for both assignments.

This will also acknowledge receipt of your letter requesting formal approval of the assignment. I guess our letters must have crossed in the mail.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG/w

RECEIVED
MAR 19
FOR FILING

125-1252

March 14, 1947

U. S. Fidelity & Guaranty Co.
1112 Cascade Building
520 S. W. 6th Avenue
Portland 4, Oregon

Attention: Mr. Elwyn A. Vride

Dear Mr. Vride:

This is to acknowledge receipt of your two letters dated March 13, 1947, consenting to the assignment by O.C. Yocom Company to the U. S. National Bank of Portland, McMinnville Branch, of present and forthcoming estimates for work performed by the O. C. Yocom Company in connection with its state highway contracts Nos. 2839 and 2840 covering the grading and oil mat surfacing of the Deschutes River-Sherars Summit Section and the Tygh Valley-Deschutes River Section, respectively, of the Sherars Bridge Secondary State Highway.

We are approving this assignment and are today sending copies of the assignment forms to the O.C. Yocom Company for execution as per the attached copy of my letter to the Company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HDG:ee
Enc.

cc - Mr. Ralph Eggstaff
Mr. Carl F. Smith

March 14, 1947

O. G. Yocom, Company
902 E. 11th
McMinnville, Oregon

Attention: Mr. O. G. Yocom

Dear Mr. Yocom:

I have just received two letters from the United States Fidelity and Guaranty Company consenting to the assignment by you to the United States National Bank of Portland, McMinnville Branch, of present and forthcoming estimates for work performed by you in connection with your contract No. 2639 for grading and oil mat surfacing on the Deschutes River-Sherars Summit Section of the Sherars Bridge Secondary Highway and contract No. 2640 for the grading and oil mat surfacing of the Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway.

We shall be pleased to honor the assignments as requested and in conformity with our usual practice I enclose five copies of our standard form of assignment for each of these jobs which I am asking you to please have executed by the proper officials of your company. The original and two copies of each assignment should be returned to this office for further handling. You may retain one of the copies for your files and send one copy to the United States Fidelity and Guaranty Company, surety on your bonds.

Incidentally, we do not have your formal request for these assignments. In order that our record may be complete will you please drop us a short note requesting the approval of the assignment for each job.

Ansd
3/15/47

Respectfully yours,

HBG:cc

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - Mr. Ralph Eggstaff
Mr. Carl F. Smith

U.S. Fidelity & Guaranty Co.
1112 Cascade Building
520 S. W. 6th Avenue
Portland 4, Oregon

O. C. YOCOM Sr.
O. C. YOCOM Jr.
C. C. MEISEL

O. C. YOCOM COMPANY
Contractors *Engineers*
902 East Eleventh Street
McMINNVILLE, OREGON

March 13, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H.B.Glaisyer

NOTED
H. B. GLAISYER

Dear Sir:

We would like to arrange for the assignment of all future Estimates on Contracts #2839 and #2840 to the

McMinnville Branch
United States National
Bank of Portland
McMinnville, Oregon

Consent of our surety is being forwarded to you at this time.

Thanking you for this favor, I am

Very truly yours,

O.C. YOCOM COMPANY

O.C. Yocom

ocy:gk

RECEIVED
MAR 15 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 18 1947
FOR FILING

128-10

UNITED STATES FIDELITY AND GUARANTY COMPANY
1112 Cascade Building
520 S. W. SIXTH AVENUE, PORTLAND 4, OREGON

March 13, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: 58779-12-514-46- O.C. Yocom Co. - McMinnville, Oregon
Contract 2839, Grading & Oil Mat Surfacing Sherars
Bridge Secondary Highway, Sherman & Wasco Counties,
Deschutes River Sherars Summit Section

Dear Mr. Glaisyer,

Mr. O.C. Yocom has today asked for our consent as Surety on the captioned contract, for the assignment of their estimates due on this job to the United States National Bank of Portland, McMinnville Branch.

We, the United States Fidelity and Guaranty Company, as Surety on the aforementioned contract, agree and consent to the assignment of present and forthcoming estimates for work performed by O.C. Yocom Co. to the United States National Bank of Portland, McMinnville Branch, and this will be authority for the Oregon State Highway Commission to act accordingly.

Very truly yours,

UNITED STATES FIDELITY AND GUARANTY COMPANY

By /s/ Elwyn A.Wride (SEAL)
Elwyn A. Wride, Attorney-in-fact

COPY

128 - 1119

RECEIVED
OCT 7 1946
FOR FILING

UNITED STATES FIDELITY AND GURANTY COMPANY
Portland Office
112 Cascade Building
520 S. W. Sixth Avenue, Portland 4, Oregon

Telephone: ATwater 8511
October 2, 1946

COPY

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond 58600-12-514-46 - Sherman & Wasco Counties, Deschutes River Sherars Summit Sec. Sherars Bridge Secondary Highway, Contract No. 2839 - $100,751.00
Bond 58600-12-515-46 - Wasco County, Tygh Valley Deschutes River Sec. Sherars Bridge Sec. Highway, Contract No. 2840 - $88,651.92
O. C. Yocom Co., McMinnville, Oregon.

Dear Mr. Glaisyer:

We have today shipped via American Express four executed copies of the above captioned contracts and bonds, which we trust will meet with your approval.

Very truly yours,

W. TALBOT SINCLAIR, MANAGER

By (Singned)
Elwyn A. Wride, Supt.,
Fidelity and Surety Depts.

EAW:l

Original filed: S-91(1)

RECEIVED
SEP 30 1946
FOR FILING

128-1008

Sep. 28, 1946

O. C. Yocom Co.
902 East 11th St.
McMinnville
Oregon

Gentlemen:

We are sending you today, by express, copies of contracts which were awarded to you by the State Highway Commission on September 24, 1946, as follows:

Contract No. 2840, covering grading and oil mat surfacing on the Tygh Valley-Deschutes Section of the Sherars Bridge Secondary Highway, in Wasco County.

Contract No. 2839, covering grading and oil mat surfacing on the Deschutes River-Sherars Summit Section of the Sherars Bridge Secondary Highway, in Sherman and Wasco Counties.

Kindly execute all four copies of these contracts as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send executed copies to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el Recorded

RECEIVED
SEP 27 1946
FOR FILING
128-1008

File

September 26, 1946

O. C. Yocom Company
902 East 11th Street
McMinnville, Oregon

Gentlemen:

I wrote you yesterday notifying you that the State Highway Commission, at its meeting on September 24, awarded you the contracts for the grading and oil-mat surfacing of two projects—Deschutes River-Sherars Summit Section of the Sherars Bridge Secondary Highway, in Sherman and Wasco Counties, and the Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway, in Wasco County—the awards being based on your combination bid less a reduction of five percent in the total amount bid for both projects.

I also mentioned that your combined bid amounted to $199,371.50, less five percent ($9,968.58), for a total of $189,402.92.

I wish now to explain that the full amount of the five percent reduction, $9,968.58, is being applied to the Tygh Valley-Deschutes River project, the contract amount for which, therefore, will be $88,651.92. The total contract amount for the Deschutes River-Sherars Summit project will be $100,751.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo
cc - Mr. S. H. Probert

RECEIVED
SEP 25 1946
FOR FILING
[illegible]

Jm

September 25, 1946

O. C. Yocom Company
902 East 11th Street
McMinnville, Oregon

Gentlemen:

The State Highway Commission on September 24, 1946, awarded you the contracts for grading and oil-mat surfacing and furnishing crushed rock in stockpiles on the Deschutes River-Sherars Summit Section of the Sherars Bridge Secondary Highway in Sherman and Wasco Counties, and for grading and oil-mat surfacing on the Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway in Wasco County. This award was based on your combination bid submitted on that date, totaling $189,402.92.

Your bid on the first named project was $100,751.00 and on the second named project it was $98,620.50. Your Combined offer provided for a reduction of five percent in the total amount if you were awarded both of these contracts. Your combined bids amounted to $199,371.50, which amount less five percent ($9,968.58) leaves a final amount of $189,402.92 as your combination bid for these projects.

Contract forms will be sent to you for execution within a few days.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

Secretary

RK:dr

cc - S. H. Probert

S-91(1) Tygh Valley-Deschutes River 1946
Sec., Sherars Br. Secon. Hwy.
#2840

d

RECEIVED
JAN 22 1948
FOR FILING

S-91 (1)

January 20, 1948

United States Fidelity and Guaranty Co.
Baltimore 3
Maryland

Gentlemen:

We wish to advise that revised final payment will be made to O. C. Yocom Co., assigned to U. S. National Bank of Portland, McMinnville Branch, on contract No. 2840, covering work on the Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway in Wasco County, on or after January 30, 1948.

This final payment will be made in lieu of the one of which you were notified in our letter of November 24, 1947.

For your information we wish to advise that the total contract amount is $93,702.99, of which amount $137.18 represents force account items. This contract was completed August 15 and accepted by the Commission on November 25, 1947.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

NOTED ON CARD

1-20-4

RECEIVED
NOV 28 1947
FOR FILING

S-11 (1)

November 24, 1947

United States Fidelity and Guaranty Co.
Baltimore 3
Maryland

Gentlemen:

You are hereby notified that State Highway Contract No. 2840 for work on the Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway, in Wasco County, has been completed by the contractor, O. C. Yocom Co., and that final payment in the amount of $1,862.24 will be made after acceptance by the Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $93,327.79, of which amount $137.18 represents the amount of force account items. This contract was completed on August 15, 1947 but has not been accepted by the Highway Commission, however, we anticipate that it will be at the meeting now in session.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

NOTED ON CARD

11-24-47. gl

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FOR FILING

NOTED
W. WILLIAMS

R.H. Baldock c

November 20th, 1947

FINAL COST ANALYSIS

Tygh Valley-Deschutes River Section
Contract #2840
S-9T (1)

Regrade, Surface and Oil
O. C. Yocom, Contractor
J. E. Peck, Resident Engineer

Sherars Bridge Secondary Highway
[illegible]

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing & Grubbing	All				$2,394.70	$3,000.00
*Structural Excavation	252.3	Cu. Yd.	$5.00	$3.09	778.42	1,261.50
*Trench "	77.3	" "	3.00	1.34	103.65	231.90
*General Excav., Common	18,531.4	" "	0.75	0.49	9,040.45	13,898.55
* " " , Solid	12,049.5	" "	0.75	0.92	11,047.00	9,037.13
*Short Overhaul	6,668	Yd. Sta.	0.02	0.02	133.36	133.36
*Long "	10.02	C-Yd. Sta.	0.65	0.50	5.01	6.51
*Rounding Cutbanks	1,050	Lin. Ft.	0.20	0.11	120.00	210.00
*Finishing Roadbed and Slopes	7.02	Mile	500.00	590.50	4,145.29	3,510.00
*12" Corr. Metal Pipe	20	Lin. Ft.	2.00	1.50	30.05	40.00
*18" " " "	305	" "	3.00	2.58	788.05	915.00
*24" " " "	90	" "	4.00	3.80	341.66	360.00
*36" " " "	80	" "	7.50	6.74	539.03	600.00
*Salvaging Culvert Pipe	113	" "	2.00	1.15	130.00	226.00
*Class "A" Concrete	67.52	Cu. Yd.	65.00	55.71	3,761.80	4,388.70
*Metal Reinforcement	9,668	Lb.	0.12	0.09	870.00	1,160.16
4"-2" Rock in Base	5,184	Cu. Yd.	2.15	1.74	9,020.07	11,139.15
3/4"-0" Rock in Base	2,810.5	" "	2.25	1.74	4,889.40	6,323.63
3/4"-0" Rock in Leveling Course & Shoulders	6,520	" "	2.50	1.74	11,344.80	16,300.00
Sprinkling	1,882.2	M. Gal.	2.50	1.55	2,920.50	4,705.50
Preparation of Base	7.02	Mile	300.00	168.00	1,179.45	2,106.00
3/4"-0" Rock in Binder	1,024	Cu. Yd.	3.35	2.45	2,509.52	3,430.40
Furnish & Place Aggregates	2,472	" "	3.35	2.45	6,056.35	8,281.20

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
RC-3 in Binder Course	118.52	Ton	$30.00	$27.10	$3,212.37	$3,555.60
151-200 Asphalt	159.91	"	30.00	29.22	4,671.85	4,797.30
RC-3 in Seal Coat	91.25	"	30.00	27.10	2,473.32	2,737.50
PA #1, Pit Run Talus	804	Cu. Yd.	1.00	0.65	522.60	804.00
Force Account					126.10	137.13
Other Sales	425	Cu. Yd.	2.00	1.15	488.75	850.00
					$83,643.55	$104,146.37
ØLess Lump Sum Reduction						- 9,968.58
						$94,177.79

	Gross Revenue	Total Cost	Profit	Lump Sum Deduction	Net Profit or Loss	% Profit or Loss
Leonard & Slate	$38,978.81	$34,229.19	$4,749.62	$5,020.73	- $271.11	-0.7%
O. C. Yocom	65,167.56	49,414.36	15,753.20	4,947.85	10,805.35	+16.5%
	$104,146.37	$83,643.55	$20,502.82	$9,968.58	$10,534.24	+10.1%

Ø The grading and the surfacing contractors gave a 5% reduction of the bid price on this project in order to secure the award of both this project and the adjacent project.

* Work done by Leonard & Slate.

Tygh Valley-Deschutes River

Work Done by O. C. Yocom & Jed Wilson

Detail of Cost

Labor:			
Supervision		$2,335.00	
Labor		13,231.81	
Labor Insurance		1,045.10	$16,611.91
Materials:			
RC-3 Asphalt	209.77 Tons at $15.50	$3,251.44	
151-200 Asphalt	159.91 " " 18.00	2,878.38	
Freight on Asphalt	369.68 " " 5.88	2,173.72	8,303.54
Equipment Rental & Miscellaneous Expense:			
Equipment Rental, Owned		$17,500.00	
" " , Hired		811.05	
Gas, Oil & Grease		2,974.60	
Supplies, Tools & Misc.		483.55	
Office & Overhead Expense		558.90	
Freight & Cartage		434.52	
Drill Steel		225.48	
Explosives		655.50	
Bond & Insurance		855.31	24,498.91
Total Cost			$49,414.36

Tygh Valley-Deschutes River
Work Done by Leonard & Slate

Detail of Cost

Labor:				
Supervision			$1,780.85	
Labor			12,547.96	
State Industrial Accident Insurance			386.88	
Unemployment Insurance			429.86	
Social Security			143.29	
				$15,288.84
Materials:				
12" Corr. Iron Pipe	20 Lin. Ft.	at $1.15	$23.00	
12" Band	1 Each	" 1.55	1.55	
18" Corr. Iron Pipe	305 Lin. Ft.	" 1.81	552.05	
18" Bands	12 Each	" 2.64	31.68	
24" Corr. Iron Pipe	90 Lin. Ft.	" 2.81	252.90	
24" Bands	4 Each	" 3.29	13.16	
36" Corr. Iron Pipe	80 Lin. Ft.	" 5.47	437.60	
36" Bands	4 Each	" 5.22	20.88	
Reinforcing Steel	9,663 Lb.	" 0.04	386.72	
Cement	104 Bbl.	" 3.00	312.00	
				2,031.54
Equipment Rental & Miscellaneous Expense:				
Equipment Rental			$8,631.00	
Gas, Oil & Grease			1,506.00	
Explosives			912.50	
Drill Steel			427.45	
Supplies, Tools & Misc.			2,987.98	
Lumber			327.35	
Misc. Expense			124.31	
Freight & Cartage			470.40	
Bond & Insurance			380.32	
Home Office & General Overhead - 3%			1,141.50	
				16,908.81
Total Cost				$34,229.19

Tygh Valley-Deschutes River
Contract #2840

Remarks:

This contract for the grading, surfacing and oiling of the Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway was bid and awarded September 24th, 1946. Work was started October 22nd, 1946, and the project was completed August 15th, 1947.

The clearing, grading, drainage and box culverts were constructed by Leonard & Slate; the crushed rock was produced by Jed Wilson; and the surfacing and oiling was done by O. C. Yocom. This contract was bid in conjunction with an adjacent contract for similar work. The same equipment was used on both jobs which reduced the cost of moving in, supervision and overhead on each contract. The common excavation was moved with a D-8 cat and 15 cu. yd. scraper, 2 D-8 cats and dozers and a motor grader.

Solid excavation was drilled and blasted or ripped with heavy ripper and moved with a 3/4 cu. yd. shovel, two 12 cu. yd. tournapulls, 2 cats and dozers, 1 cat and 15-yard scraper. Good progress was made on the grading work which was done during fall and early winter but due to frozen ground the finishing could not be done until spring.

Two concrete box culverts were constructed during the winter. Cold weather, snow and rain slowed up the progress of the work.

About 100 cu. yds. of aggregates was required for the box culverts as there was no commercial source in the vicinity. The aggregate was produced at a gravel bar near the job. The cost of setting up and operating a small screen plant for the little yardage was exceedingly high, about $10.00 per cu. yd.

The crushing plant was erected at a quarry located adjacent to Station 340 and the crushed rock for both contracts was produced at the one setup. A coyote hole was used for blasting the quarry. The rock shot up in small pieces and the crushing plant made good progress, producing 27,437 cu. yds. in 550 hours, an average of 50 cu. yds. per hour.

Good progress was made on surfacing. Five 8 cu. yd. trucks hauled from bunkers and the material was placed, sprinkled, bladed, rolled and prepared for oiling in six weeks.

The oiling was done from May 5th, to May 24th. Good weather prevailed and both projects were oiled during this period. The asphalt was shipped into a railroad siding adjacent to the job so that truck haul was very short.

The contractors had good supervision, equipment and bid prices, and a fair profit was made.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
OCT 23 1947
FOR FILING

5-91(1)

October 21, 1947

United States Fidelity and Guaranty Co.
Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to O.C. Yocom Co., assigned to U. S. National Bank of Portland, McMinnville Branch, on contract No. 2640 for grading and surfacing on the Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway, in Wasco County. This payment, in the amount of $878.74, will be made on or after October 31, 1947. The retained percentage is $2,828.83.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

10-21-47, gl

Form E-1—5M—4-47

2-11(1)

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct 21, 1947

Section Tygh Valley-Deschutes River

Kind of work Gr, Surf and Oil Mat

Highway Sherars Bridge Secondary

Section prefix 133-1016

Contractor O. C. Yocom Co

Contract number 2840

Date of contract Sept 24, 1946

Date of completion Aug 31, 1947

Date work started Oct 22, 1946

Estimated date of completion ...., 19....

Amount of contract . . . . $ 88,651.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 88,651.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 6350.00, ...%

Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi Final Estimate is finished and was shipped to the Division Office on Thursday, October 9th.

This will be the final report on this section unless something further comes up.

NOTED
L. G. SMITH

OCT 14 1947

Signed

Address The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

Form E-1—6M—4-47

S-71 (1)

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct 4, 1947

Section Tygh Valley-Deschutes River

Highway Sherars Bridge Secondary

Contractor O. C. Yocom Co

Date of contract Sept 24, 1946

Date work started Oct 22, 1946

Amount of contract $88,651.00

Kind of work Gr, Surf and Oil Mat

Section prefix 133-1016

Contract number 2840

Date of completion Aug 31, 1947

Estimated date of completion 19

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 88,651.00

Per cent of contract completed, based on total contract price 11 %

Engineering cost to date, $ 6100.00, %

Date project was completed Aug 15, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Received Force Payrolls and Invoices, will get Semi-Final Estimate out in a day or so.

NOTED
L. G. SMITH

OCT 6 1947

NOTED
F. A. [illegible]

Signed

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JUL 23 1947
FOR FILING

S-91(1)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O.Box #3900
PORTLAND 8, OREGON

July 8, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.S.Proj.No. S-91(1)
Tygh Valley-Deschutes River Section
of the Shearars Bridge Hwy.

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
JUL 10 1947
OREGON
STATE HIGHWAY COMMISSION

2 (Revised 1946)

State Oregon WA8pr 7270

Project No. S-91(1)

Federal Aid Secondary
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of June, 1947,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916, (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of June, 1946, a project statement, which was approved on the 22nd day of July, 1946, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of September, 1946 and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-nine thousand eight hundred and 00/100 dollars ($59,800.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 173, Laws 1917; Chap. 51, Laws 1920; Chap. 329, Laws 1929 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+71.1 on the line between Sections 3 & 4, T-4-S, R-13-E, W.M. and survey station 367+77.6 in the NE 1/4, Section 3, T-4-S, R-14-E, with a "Y" connection Station 0+81.0 to Station 4+39.9 without exception

, length 7.020 miles, in Wasco County,

being Oregon Federal Aid/Secondary project No. S-71(1), consisting of 7.020 miles of roadway and no bridges ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty-nine thousand eight hundred and 00/100 dollars ($59,800.00), which does not exceed the authorized Federal pro rata share of ninety-seven thousand five hundred seventeen and 11/100 dollars ($97,517.11), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest

Secretary

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
JUL 1 1947
OREGON DISTRICT

RECEIVED
JUN 16 1947
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
[redacted]
PORTLAND 8, OREGON

S-91(1)

June 12, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-91(1)
Tygh Valley-Deschutes River Sec.
Sherars Bridge Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, of the plans, and of the Special provisions.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
JUN 13 1947
OREGON
STATE HIGHWAY COMMISSION

Lon

RECEIVED
JUN 11 1947
FOR FILING

S-91(1)

May 2, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Tygh Valley-Deschutes River Section, Project No. S-91 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:lh

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-91 (1)

TYGH VALLEY-DESCHUTES RIVER SECTION
OF THE SHERARS BRIDGE HIGHWAY IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1947

Roadway (Sta. 0+38.5 to 367+77.6)(N. Leg of Wye, Sta. 0+81.0 to 4+39.9)

All Required		Clearing and Grubbing		$ 3,000.00
250	cu. yds.	Structural Excavation, Unclassified	$ 5.00	1,250.00
30	cu. yds.	Trench Excavation, Unclassified	3.00	90.00
18,000	cu. yds.	General Excavation, Common	0.75	13,500.00
11,000	cu. yds.	General Excavation, Solid Rock	0.75	8,250.00
17,000	yd. sta.	Short Overhaul	0.02	340.00
230	C-yd. sta.	Long Overhaul	0.65	149.50
6,000	lin. ft.	Rounding Cutbanks	0.20	1,200.00
4.90	miles	Finishing Roadbed and Slopes, Sta. 0+71.1 to 256	500.00	2,450.00
2.12	miles	Finishing Roadbed and Slopes, Sta. 256 to 367+77.6	500.00	1,060.00
20	lin. ft.	12" Corr. Metal Pipe	2.00	40.00
370	lin. ft.	18" Corr. Metal Pipe	3.00	1,110.00
40	lin. ft.	24" Corr. Metal Pipe	4.00	160.00
80	lin. ft.	36" Corr. Metal Pipe	7.50	600.00
100	lin. ft.	Salvaging Culvert Pipe	2.00	200.00
64	cu. yds.	Class "A" Concrete	65.00	4,160.00
9,000	lbs.	Metal Reinforcement	0.12	1,080.00
4,600	cu. yds.	4" - 2" Rock in Base	2.15	9,890.00
2,500	cu. yds.	3/4" - 0" Rock in Base	2.25	5,625.00
7,600	cu. yds.	3/4" - 0" Rock in Leveling Course and Shoulders	2.50	19,000.00
1,000	M-gals.	Sprinkling	2.50	2,500.00
7.02	miles	Preparation of Base	300.00	2,106.00
700	cu. yds.	3/4" - 0" Rock in Binder Course	3.35	2,345.00
2,500	cu. yds.	Furnishing and Placing Aggregates	3.35	8,375.00
120	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	30.00	3,600.00
138	tons	Furnishing and Placing 151-200 Asphalt	30.00	4,140.00
80	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	2,400.00
				$98,620.50
		Lump Sum Reduction		9,968.58
		Subtotal		$88,651.92
		10% Engr. & Cont.		8,865.19
		Total		$97,517.12

Length	7.020 miles
Cost per mile	$13,891.32

Federal Aid Secondary Funds- -	$59,800.00
State Funds- -	37,717.12
	$97,517.12

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-91 (1)

TYGH VALLEY-DESCHUTES RIVER SECTION
OF THE SHERARS BRIDGE HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 28, 1946

Roadway (Sta. 0+38.5 to 367+77.6) (N. Leg of Wye, Sta. 0+81.0 to 4+39.9)

All Required		Clearing and Grubbing		$ 2,000.00
250	cu. yds.	Structural Excavation, Unclassified	$ 3.50	875.00
30	cu. yds.	Trench Excavation, Unclassified	4.00	120.00
18,000	cu. yds.	General Excavation, Common	.40	7,200.00
11,000	cu. yds.	General Excavation, Solid Rock	1.10	12,100.00
17,000	yd. sta.	Short Overhaul	.02	340.00
230	C-yd. sta.	Long Overhaul	.50	115.00
6,000	lin. ft.	Rounding Cutbanks	.15	900.00
4.90	miles	Finishing Roadbed and Slopes, Sta. 0+71.1 to 256	650.00	3,185.00
2.12	miles	Finishing Roadbed and Slopes, Sta. 256 to 367+77.6	400.00	848.00
20	lin. ft.	12" Corr. Metal Pipe	2.00	40.00
370	lin. ft.	18" Corr. Metal Pipe	3.00	1,110.00
40	lin. ft.	24" Corr. Metal Pipe	4.50	180.00
80	lin. ft.	36" Corr. Metal Pipe	7.50	600.00
100	lin. ft.	Salvaging Culvert Pipe	1.50	150.00
64	cu. yds.	Class "A" Concrete	45.00	2,880.00
9,000	lbs.	Metal Reinforcement	.09	810.00
4,600	cu. yds.	4" - 2" Rock in Base	2.60	11,960.00
2,500	cu. yds.	3/4" - 0" Rock in Base	2.60	6,500.00
7,600	cu. yds.	3/4" - 0" Rock in Leveling Course and Shoulders	2.60	19,760.00
1,000	M-gals.	Sprinkling	2.50	2,500.00
7.02	miles	Preparation of Base	150.00	1,053.00
700	cu. yds.	3/4" - 0" Rock in Binder Course	3.75	2,625.00
2,500	cu. yds.	Furnishing and Placing Aggregates	3.75	9,375.00
120	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	33.00	3,960.00
138	tons	Furnishing and Placing 151-200 Asphalt	33.00	4,554.00
80	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	33.00	2,640.00
			Subtotal	$ 98,380.00
			10% Engr. & Cont.	9,838.00
			Total	$108,218.00

Length	7.020 miles
Cost per mile	$ 15,415.66

Federal Aid Secondary Funds- -	$ 62,800.00
State Funds- -	45,418.00
	$108,218.00

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

TYGH VALLEY-DESCHUTES RIVER SECTION

PROJECT NO. S-91 (1)

While negotiations for rights of way are in progress, four parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within twenty-four days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 28, 1946

September 25, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing four copies of right of way statement for the Tygh Valley-Deschutes River Section, Project No. S-91 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JMN:GS

Encl.

TYGH VALLEY-DESCHUTES RIVER SECTION

PROJECT NO. S-91 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

September 24, 1946

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S-91(1)

April 28, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sirs:

Herewith, for your consideration and approval, are copies of Order for Extra Work covering the furnishing and placing 215 feet of 8" perforated drain tile between Stations 296+50 to 297+65 and Stations 309+50 to 310+50 on the Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway in Wasco County, Contract No. 2840, in connection with Federal Aid Project No. S-91 (1).

This work is necessary to control water from springs in slope areas and protect the roadbed from seepage.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]

Encl.

RECEIVED
MAR 20 1947
FOR FILING
S-91(1)

Salem, Oregon
March 17, 1947

COPY

M. H. Hawke
Chief Accountant
BUILDING

ATTENTION: Carl Smith

Attached hereto for your information, duplicate copies of two (2) assignments by O. C. Yocom Co. to the United States National Bank of Portland, McMinnville Branch, being assignments of all money due and becoming due to the company in connection with State Highway Contracts Nos. 2839 and 2840.

I previously sent you copies of two (2) letters from The United States Fidelity and Guaranty Company consenting to both assignments.

Secretary

HBG/w

2 Encls. (in dup.)

cc - Ralph Eggstaff

March 17, 1947

COPY

O. C. Yocom Co.
902 E. 11th
McMinnville, Oregon

Gentlemen:

This acknowledges receipt of original and two (2) copies each of your two (2) assignments to the United States National Bank of Portland, McMinnville Branch, which I received in this morning's mail. They appear to be in order, and future payments in connection with Contracts Nos. 2839 and 2840 will be made in conformity therewith. We previously received the consent of the surety for both assignments.

This will also acknowledge receipt of your letter requesting formal approval of the assignment. I guess our letters must have crossed in the mail.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG/w

RECEIVED
MAR 18
FOR FILING

March 14, 1947

U. S. Fidelity & Guaranty Co.
1112 Cascade Building
520 S. W. 6th Avenue
Portland 4, Oregon

Attention: Mr. Elwyn A. Wride

Dear Mr. Wride:

This is to acknowledge receipt of your two letters dated March 13, 1947, consenting to the assignment by O.C. Yocom Company to the U. S. National Bank of Portland, McMinnville Branch, of present and forthcoming estimates for work performed by the O. C. Yocom Company in connection with its state highway contracts Nos. 2899 and 2848 covering the grading and oil mat surfacing of the Deschutes River-Sherars Summit Section and the Tygh Valley-Deschutes River Section, respectively, of the Sherars Bridge Secondary State Highway.

We are approving this assignment and are today sending copies of the assignment forms to the O.C. Yocom Company for execution as per the attached copy of my letter to the Company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ce
Enc.

cc - Mr. Ralph Eggstaff
Mr. Carl F. Smith

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
M. R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

March 14, 1947

O. C. Yocom, Company
902 E. 11th
McMinnville, Oregon

Attention: Mr. O. C. Yocom

Dear Mr. Yocom:

I have just received two letters from the United States Fidelity and Guaranty Company consenting to the assignment by you to the United States National Bank of Portland, McMinnville Branch, of present and forthcoming estimates for work performed by you in connection with your contract No. 2839 for grading and oil mat surfacing on the Deschutes River-Sherars Summit Section of the Sherars Bridge Secondary Highway and contract No. 2840 for the grading and oil mat surfacing of the Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway.

We shall be pleased to honor the assignments as requested and in conformity with our usual practice I enclose five copies of our standard form of assignment for each of these jobs which I am asking you to please have executed by the proper officials of your company. The original and two copies of each assignment should be returned to this office for further handling. You may retain one of the copies for your files and send one copy to the United States Fidelity and Guaranty Company, surety on your bonds.

Insidentally, we do not have your formal request for these assignments. In order that our record may be complete will you please drop us a short note requesting the approval of the assignment for each job.

Respectfully yours,

HBG:ee

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - Mr. Ralph Eggstaff
Mr. Carl F. Smith

U.S. Fidelity & Guaranty Co.
1112 Cascade Building
520 S. W. 6th Avenue
Portland 4, Oregon

, Jr.
Meisel

C
O
P
Y

O. C. YOCOM COMPANY

Contractors Engineers

902 East Eleventh Street
McMinnville, Oregon

March 13, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

We would like to arrange for the assignment of all future Estimates on Contracts #2839 and #2840 to the

McMinnville Branch
United States National
Bank of Portland
McMinnville, Oregon

Noted
H. B. Glaisyer

Consent of our surety is being forwarded to you at this time.

Thanking you for this favor, I am

Very truly yours,

O. C. YOCOM COMPANY

(Signed)
O. C. Yocom

ocy:gk

C
O
P
Y

RECEIVED
MAR 10 1947
FOR FILING

S-91-1

March 4, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 1 covering reinforcement of subgrade from Station 296+00 to 331+00 with pit run talus material on the Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway in Wasco County, Contract No. 2840, in connection with Federal Aid Project No. S-91 (1).

Mr. Stoddart of your office is acquainted with the conditions that make this reinforcement necessary.

Very truly yours,

R. G. Smith
Acting State Highway Engineer

DHP:MM

Encl.

RECEIVED
DEC 3 1946
FOR FILING

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~XXXXXXXXX~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

S-91(1)

September 27, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Confirming telephone conversation with Mr. Probert today, it is our understanding that the Chief Council for the State Highway Commission has ruled that the 5% reduction in the sum of the amount bid for the two projects, on Federal Aid Secondary S-91(1), Tygh Valley-Deschutes River Section, and the State Project, Deschutes River-Sherars Summit section, as written in on the qualification sheet for the FAS project S-91(1) by the low bidder should apply entirely on the Federal Aid Secondary project. We also understand the contracts will be executed as above outlined.

We therefore wish to revise our letter of concurrence of September 24, 1946 by changing the amount of the total low bid from $93,689.48 to $88,651.92 as the amount on which Federal participation will be based.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
SEP 28 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 30 1946
FOR FILING

5-91(1)

September 26, 1946

COPY

O. G. Yocom Company
902 East 11th Street
McMinnville, Oregon

Gentlemen:

I wrote you yesterday notifying you that the State Highway Commission, at its meeting on September 24, awarded you the contracts for the grading and oil-mat surfacing of two projects—Deschutes River-Sherars Summit Section of the Sherars Bridge Secondary Highway, in Sherman and Wasco Counties, and the Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway, in Wasco County—the awards being based on your combination bid less a reduction of five percent in the total amount bid for both projects.

I also mentioned that your combined bid amounted to $199,371.50, less five percent ($9,968.58), for a total of $189,402.92.

I wish now to explain that the full amount of the five percent reduction, $9,968.58, is being applied to the Tygh Valley-Deschutes River project, the contract amount for which, therefore, will be $88,651.92. The total contract amount for the Deschutes River-Sherars Summit project will be $100,751.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo
cc - Mr. S. H. Probert

RECEIVED
SEP 25 1946
FOR FILING

5-91(1)

September 25, 1946

O. C. Yocum Company
902 East 11th Street
McMinnville, Oregon

Gentlemen:

The State Highway Commission on September 24, 1946, awarded you the contracts for grading and oil-mat surfacing and furnishing crushed rock in stockpiles on the Deschutes River-Sherars Summit Section of the Sherars Bridge Secondary Highway in Sherman and Wasco Counties, and for grading and oil-mat surfacing on the Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway in Wasco County. This award was based on your combination bid submitted on that date, totaling $189,402.92.

Your bid on the first named project was $100,751.00 and on the second named project it was $98,620.50. Your Combined offer provided for a reduction of five percent in the total amount if you were awarded both of these contracts. Your combined bids amounted to $199,371.50, which amount less five percent ($9,968.58) leaves a final amount of $189,402.92 as your combination bid for these projects.

Contract forms will be sent to you for execution within a few days.

Yoursvery truly,
OREGON STATE HIGHWAY COMMISSION

Secretary

RK:dr

cc - S. H. Probert

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
DEC 3 1946
FOR FILING

S-91(1)

September 24, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence as of today in the award of contract on Oregon Federal Aid Secondary Project No. S-91(1), Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway, to O. C. Yocum Company, McMinnville, Oregon, who submitted the low bid of $98,620.50 less a reduction of 5% making the total of the low bid as ~~$93,689.48~~ 88,651.92 for this project.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

471
27 467

RECEIVED
SEP 26 1946
OREGON
STATE HIGHWAY COMMISSION

Jm

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
DEC 3 1946
FOR FILING

S-91(1)

September 9, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Secondary Project No. S-91(1), Tygh Valley - Deschutes River Section of the Sherars Bridge Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

It will be necessary for us to withhold concurrence in award until right-of-way entry has in all cases been secured.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

RECEIVED
SEP 10 1946
OREGON
STATE HIGHWAY COMMISSION

Jcm

RECEIVED
SEP 4 1946
FOR FILING

S-91 (1)

August 28, 1946

Mr. T. E. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Tygh Valley-Deschutes River Section, Project No. S-91 (1).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

No landscaping work is contemplated for this project for the reason that climatic conditions are such that no erosion difficulties are anticipated and the volume of traffic, in our opinion, does not justify an expenditure for beautification.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]:GS

Encl.

134-1049 Forest Grove (Main St. & College
way) Sec., Wilson River & Nehalem S.
#7821

Files

RECEIVED
JUL 10 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 9, 1947

134-1049

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	9230	2841	5 Final	Harr & Horton	750.00	311330	ok, gl
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

We have your acceptance notice on file for this job.

ABW

ACCOUNTING DIVISION

By ____________
Bookkeeping Dept.

NOTED ON CARD

7-9-47 gl

Approved H B Glaisyer
Secretary

RECEIVED
JUN 11 1947
FOR FILING

134-1047

June 10, 1947

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern, Agent
Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2841 for work on the Forest Grove (Main St. and College Way) Section of the Wilson River and Nehalem Secondary Highways, in Washington County, has been completed by the contractor, Harr and Norton, and that final payment in the amount of $750.00 will be made on or after June 20, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $18,875.19, and that no force account work was performed therein. This contract was completed on March 31 and accepted by the Commission on April 23, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

6-10-47 gs

RECEIVED
MAY 3 1947
FOR FILING

134-1047

May 1, 1947

Harr and Horton
25 N.E. Meikle Place
Portland 15
Oregon

Gentlemen:

The State Highway Commission, at its meeting on April 23, 1947, had under discussion your request for an extension of time of 90 days, from December 31, 1946 to March 31, 1947, within which to complete your contract No. 2841 for the Forest Grove (Main Street and College Way) Section of the Wilson River & Nehalem Secondary Highway, in Washington County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: W. C. Williams,
Division Engineer

NOTED ON CARD
5-1-47 gl

RECEIVED
MAY 1 1947
FOR FILING

134-1049

April 30, 1947

Glens Falls Indemnity Co.
Jewett, Barton, Leavy & Kern, Agent
Lewis Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Harr and Morton, on contract No. 2841, covering the Forest Grove (Main St. and College Way) Section of the Wilson River and Nehalem Secondary Highway in Washington County. This payment, in the amount of $8,766.95, will be made on or after May 10, 1947. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

4-30-47

Form E-1—5M—7-46

134-1049

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 26, 1947, 19

Section Forest Grove (Main St. & College Way)

Kind of work

Highway Wilson River & Nehalem Secondary

Section prefix 134-1049

Contractor Harr and Horton

Contract number 2841

Date of contract Sept. 24, 1946, 19

Date of completion Nov. 30, 1947, 19

Date work started Oct. 14, 1946, 19

Estimated date of completion March 31, 1947, 19

Amount of contract $18, 997.00

Per cent of time elapsed 279 %

Estimated cost of completed project, exclusive of engineering $19, 850.88

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1,757.39, 153 %

Date project was completed March 31, 1947, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work completed on the Final Estimate.

Estimate with supporting data was turned over to the Division Engineer this week.

FILED

NOTED
E A PEASE

NOTED
H. W. LIBBY

26 1947

Signed D. J. Baker

Address P.O. Box 4644 Portland, 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.26	0.26			0.26
Miles partially completed	0.26	0.26			0.25
Miles completed	0.26	0.26			0.26
Total estimated quantities	1400	766			973
Estimated quantities moved or placed to date	1400	766			973
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers	Clear	
Monday	Fair		
Tuesday	Fair	Partly Cloudy	
Wednesday	Partly Cloudy		
Thursday	Partly Cloudy		
Friday	Fair		
Saturday	Fair		

STATE PRINTING DEPT.

RECEIVED
JAN 10 1947
FOR FILING

134-1049

January 9, 1947

Harr and Horton
25 N. E. Meikle Place
Portland 15
Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 30, 1946, had under discussion your request for an extension of time of 31 days, from November 30, 1946 to December 31, 1946, within which to complete your contract No. 2341, for the Forest Grove (Main Street and College Way) Section of the Wilson River and Nehalem Secondary Highway, in Washington County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee/gl

cc: W. C. Williams

RECEIVED
OCT 19 1946
FOR FILING

134-1049

October 18, 1946

Harr and Horton
25 N.E. Meikle Place
Portland 15
Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2841 which was awarded to you on September 24, 1946 by the State Highway Commission, covering pavement widening on the Forest Grove (Main St. & College Way) Section of the Wilson River and Nehalem Secondary Highway, in Washington County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

F-186(11) Davies-North Plains Sec., 1946
Sunset Hwy.
#2842

RECEIVED
DEC [illegible] 1951
FOR FILING

F-186 (11)

2842

November 30, 1951

C
O
P
Y

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to Item 121, Project F-186 (15), a portion of which project provides for placing of asphaltic concrete pavement from Davies to North Plains, which involves former Project F-186 (11). Relative to Mr. Hilts' inquiry as to adequacy of subgrade and subbase, you are advised that the present base and subgrade are entirely adequate, but the three-inch bituminous macadam surfacing constructed in 1947 is considerably distorted, which results in an uneven riding surface.

During the first winter after the bituminous macadam was constructed in 1947, some difficulty was encountered in drainage, particularly in cut sections. This condition has been entirely cured by ditching and other drainage of the subbase, and the surface is now stable but, as mentioned above, unsatisfactory due to roughness. Our plans on this section will provide for only a smoothing course of asphaltic concrete having an average thickness of one and one-half inches, but which, of course, due to the unevenness, will vary in thickness from one-half inch to a possible maximum of two to two and one-half inches.

In order to bring this section up to a standard comparable with the adjoining sections, we deem this necessary.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. S. H. Probert
Mr. A. C. Skelton

Department of Commerce
BUREAU OF PUBLIC ROADS
Division Eight

C
O
P
Y

November 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The eighth supplemental program of projects to be financed with Federal-aid Primary Funds is approved effective November 21, 1951 with the exception that conditional approval attaches to Item 121, Project F-186(15) in that possible corrective features regarding stabilization of the existing subgrade along the previous project F-186(11) section be cleared with our Washington, D. C. office prior to authorization of this project.

The following is quated from Mr. Hilts' November 21, 1951 memorandum of approval:

> At the time this supplemental program was submitted, the State's balance of unprogrammed primary funds was not sufficient to cover the entire submission. Consequently, in line with your recommendation, no action was taken with respect to this program at that time. The issuance of the certificate of apportionment of 1953 fiscal year funds on November 14, 1951 permits program action to be taken at this time on the entire supplemental program.
>
> This supplemental program contains 8 construction projects, (Items 119 to 126 inclusive) covering improvements on 67.0 miles of roadway and bridges, at a total estimated cost of $2,785,000 with Federal-aid primary funds requested in the amount of $1,725,000.
>
> After approval of this submission the records of this office show the State's unprogrammed balanced of Federal-aid primary funds to be $2,229,972.00.
>
> With reference to Item 121, Project F-186(15), we note a portion of the roadway covered by this project, from a point near Davies' overcrossing to North Plains was previously

> improved as Project F-186(11). Ore records indicate that Project F-186(11) provided a 3 inch bituminous macadam wearing surface on a 13 inch compacted stone base and was completed in October 1947. There is no indication that any sub-base or subgrade treatment was provided on Project F-186(11). Apparently this pavement has failed during the past year as the maintenance report, dated November 14, 1950, does not indicate any unusual maintenance features or breakdown of the wearing surface. A base and surface of this design, having a combined thickness of 16", should be adequate for maximum legal loads if placed on a stable subgrade. The supporting information covering Item 121 indicates that it is proposed to strengthen the existing pavement by paving with bituminous concrete 24 feet in width. In view of the comparatively recent completion date of Project F-186(11) and its apparent unsatisfactory service record, it would appear to be unwise to attempt to strengthen the present surface with a bituminous concrete pavement without first correcting the cause of the failure of the previously constructed surface course. There is a possibility that the present subgrade caused or contributed to this failure through lack of adequate drainage. Whatever the cause of the failure may be, it should be thoroughly investigated and provisions made to correct this situation, prior to or in conjunction with the improvement of Project F-186(15). This project is therefore approved with that understanding, and with the further understanding that this office is to be advised, prior to authorization of the project, as to the corrective measures that will be taken to stabilize the existing subgrade and surface before the proposed resurfacing work is done."

Please provide us with ~~the~~ a discussion regarding the proposed placement of bituminous concrete along the 7.48 mile length of project F-186(11) in order to strengthen the existing surface, also possible need relative stabilization of the existing subgrade so that we may clarify Mr. Hilts' inquiry.

Very truly yours,

/s/ C. G. Polk

C. G. Polk
District Engineer

RECEIVED
MAR 16 1948
FOR FILING

R.H. Baldock

March 5th, 1948

Davies-North Plains
Contract #2842

FINAL COST ANALYSIS
Surfacing & Oiling
Rogers Construction Co., Contractors
Clay Cornett, Resident Engineer

Sunset Highway
Prefix 34-1050

OTED
State Highway Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
4" - 0" Rock in Base	82,221	Cu. Yd.	$2.08	$2.20	$170,007.44	$180,886.20
3/4" - 0" Rock in Base	20,312.5	" "	2.08	2.20	42,215.42	44,687.50
Placing Stockpiled Rock in Base	15,219	" "	0.18	0.40	2,739.42	6,087.60
Hauling Stockpiled Rock	20,958	Yd. Mi.	0.105	0.12	2,199.25	2,514.96
Sprinkling	1,293	M-Gal.	0.91	1.00	1,176.46	1,293.00
*Preparation of Base	7.91	Mile	89.44	200.00	707.49	1,582.00
*3/4" - 0" Rock in Binder	1,280	Cu. Yd.	2.99	2.25	3,830.89	2,880.00
*Furn. & Place Aggregates	15,416	" "	2.99	2.25	46,112.91	34,686.00
*121-150 Asphalt	785.46	Ton	23.62	31.00	18,550.16	24,349.26
*RC-3 in Seal Coat	134.19	"	20.37	27.00	2,733.11	3,623.13
1½" - 3/4" Cr. Rock in S.P.	859.8	Cu. Yd.	2.67	3.85	2,300.47	3310.23 [illegible]23
3/4" - 0" " " " "	829.7	" "	2.67	3.85	2,219.94	3,194.35
3/4" - ½" " " " "	3,320.8	" "	2.67	3.85	8,885.10	12,785.08
½" - ¼" " " " "	2,633.4	" "	2.67	3.85	7,045.90	10,138.59
¼" - 0" " " " "	3,532.4	" "	2.67	3.85	9,451.25	13,599.74
Wood Sight Posts	203	Each	5.05	6.00	1,024.80	1,218.00
*RC-3 in Binder Course	204.48	Ton	20.37	27.00	4,164.50	5,520.96
Force Account					89.70	92.30
					$325,521.18	$352,448.90

* Work done by Babler Bros.

	Gross Revenue	Total Cost	Net Profit	% of Profit
Rogers Const. Co.	$295,666.15	$280,809.66	$14,856.49	5.0% of Gross Revenue
Babler Bros.	56,782.75	44,711.52	12,071.23	27.0% " " "
Total....	$352,448.90	$325,521.18	$26,927.72	7.6% of Gross Revenue

Davies-North Plains

Detail of Cost

Rogers Construction Co.

Labor:			
Supervision		$5,373.29	
Labor		91,356.45	
State Industrial Accident Insurance		2,176.42	
Unemployment Insurance		2,901.89	
Social Security		967.30	
			$102,775.35
Materials:			
Wood Sight Posts	203 at $2.00 Each	$406.00	
Crushed Gravel in Stockpile	5,428.1 Cu. Yd. at $3.00	16,284.30	
			16,690.30
Equipment Rental & Miscellaneous Expense:			
Equipment Rental, Owned		$46,060.00	
" " , Hired		9,488.91	
Hired Trucks, Not Including Drivers		76,505.92	
Gas, Oil & Grease		7,094.10	
Freight & Cartage		200.85	
Plant Set Up Supplies, Lumber & Hardware		1,016.05	
Explosives		8,945.22	
Miscellaneous Supplies & Drill Steel		1,003.08	
Insurance & Bond		2,159.90	
Office & General Overhead		8,869.98	
			161,344.01
Total			$280,809.66

Davies-North Plains

Detail of Cost

Babler Bros., Oiling Sub-contractor

Labor:			
Supervision		$875.00	
Labor		7,611.14	
State Industrial Accident Insurance		172.83	
Unemployment Insurance		196.70	
Social Security		69.65	
			$8,925.32
Materials:			
RC-3 Oil	338.67 Tons at $14.75	$4,995.38	
121-150	785.46 " " 18.00	14,138.28	
Freight on Oil		758.10	
			19,891.78
Equipment Rental & Miscellaneous Expense:			
Equipment Rental		$5,034.00	
Hired Trucks		5,821.12	
Gas, Oil & Grease		2,245.81	
Freight & Cartage		53.56	
Misc . Supplies & Small Tools		610.23	
Office & General Overhead		1,703.48	
Bond & Insurance		426.22	
			15,894.42
Total			$44,711.52

Payments to Babler Bros., Oiling Sub-contractors

Preparation of Base	7.91 Miles at $200.00	$1,582.00
Placing 3/4" - 0" in Binder Course	1,280 Cu. Yd. at $1.30	1,666.60
Placing Mineral Aggregate	15,416 " " " 1.30	20,040.80
RC-3 in Binder Course	204.48 Tons at $27.00	5,520.96
151-200 Asphalt	785.46 " " 31.00	24,349.26
RC-3 in Seal Coat	134.19 " " 27.00	3,623.13
		$56,782.75

Davies-North Plains

Breakdown of Crushed Rock Costs

	Cost	Quantity	Unit	Unit Cost
Strip & Develop Quarry and Plant Site	$5,138.32	124,978	Cu. Yd.	$0.041
Move In & Set Up Plant	4,985.59	"	" "	0.040
Drill & Shoot	19,793.07	"	" "	0.159
Load & Haul to Crusher	25,416.74	"	" "	0.203
Crushing	54,552.73	"	" "	0.436
Overhead & Proratable Expense	9,543.62	"	" "	0.076
	$119,430.07	124,978	Cu. Yd.	$0.955
Spread & Place Surfacing	$12,829.77	102,523	Cu. Yd.	$0.125

Average Production 71.7 Cu. Yd. per Operating Hour

Davies-North Plains

Remarks:

This contract, which required the surfacing and oiling of a 7.91-mile section of the Sunset Highway, was bid on September 23rd, 1946. The contractor started the work on December 2nd, 1946, and completed the project on October 2nd, 1947.

The contractor elected to use the designated State quarry known as the Luck quarry, which is located north of Mountaindale and 7.7 miles from the highway. The quarry had been partially developed by W.P.A. forces, but the contractor did extensive stripping and also leveled and rocked a suitable plant site. The rock broke to a 6" minus size, using the coyote hole method, but the smaller crushed sizes and aggregates required intensive washing.

For producing 4" - 0" base rock about 40% of the quarry rock required screening only, and consequently it was produced at the rate of 103 cu. yds. per operating hour. This material was produced first, and as the grading contractor did not have the roadbed ready, most of the rock was stockpiled at two sites adjacent to the highway where it was later reloaded and placed on the road at the rate of 200 cu. yds. per hour.

The crushing plant contained a 24" x 36" jaw primary and three 36" Telesmith recrushers. Power was supplied with three 13,000 caterpillar motors and one 8,800 motor with the power transmitted to the plant through electric generators. The plant was operated 1,744 hours and production of all sizes averaged 72 cu. yds. per hour.

A 1½-yard shovel was used to dig the rock loose in the quarry and it was then pushed to the plant by cats and dozers. Hauling was done mainly with hired trucks at an average cost of $0.11 per yard mile. Both a 3/4-yard shovel and the 1½-yard shovel reloaded base rock from the stockpiles. Quarry shooting required 0.5 lb. of powder per cubic yard.

The oiling items and the placing of mineral aggregates were subcontracted to Babler Bros. Oil was hauled from Linnton, an average distance of 20 miles. As there was no interference from traffic, the oiling contractor placed as much as 50,000 gals. of oil per day and made a very good profit.

5,428 Cu. yds. of maintenance materials were purchased for stockpiles on the west end of the job from the VanAiken plant at Gales Creek.

Although the crushing contractor had a good organization and an excellent crushing plant, his profit was rather small due to low bid prices on base rock and aggregates.

E. H. Clymer
Cost Analyst

By [illegible]. V. R. Jones

RECEIVED
JAN 22 1948
FOR FILING

F-186 (11)

January 20, 1948

United Pacific Insurance Co.
Medical Arts Bldg.
Tacoma 1
Wash.

Gentlemen:

This to advise you that State Highway Contract No. 2842 for work on the Davies-North Plains Section of the Sunset Highway, in Washington County, has been completed by the contractor, Rogers Construction Company, and that final payment in the amount of $10,608.27 will be made on or after January 30, 1948.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $352,448.90, of which amount $92.30 represents the amount of force account items. This contract was completed on October 2 and accepted by the Commission October 21,1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: McGovern-Carroll Co., Agent
624 Peyton Bldg.
Spokane, Wash.

NOTED ON CARD

1-20-48 gl

RECEIVED
DEC 11 1947
FOR FILING

F-186 (1)

Salem, Oregon
December 10, 1947

#2842

Mr. George Neuner

Reference is made to your letter of December 8 relative to a claim against the Rogers Construction Company for the pollution of Dairy Creek during their contract with the State for furnishing crushed rock material on the Davies-North Plains Section of the Sunset Highway. In the third paragraph of the letter addressed to you by Pendergrass, Spackman & Bullivant, Mr. Hare states, "He stated that after the Rogers operation had commenced he talked to Mr. Williams several times, and that Williams, on one occasion, had admitted forcibly to Hare that the Rogers operation was not taking reasonable precautions to prevent the downstream pollution and that Williams had in fact characterized the operation as being badly handled."

While I can see where there may be some basis for Hare's assumption in this matter, my expressions to him were certainly different than expressed. Mr. Hare did ask me if, in my opinion, the Rogers Construction Company was taking all steps possible to prevent pollution of the stream. It was my advise that they were taking such steps as they thought necessary to prevent pollution of the stream to the extent that it would not be injurious to fish life, etc. I further advised Mr. Hare that I would request the Rogers Construction Company to take additional steps (which meant the construction of additional settling pools) and I was quite certain they would be willing to do so.

I did ask the Rogers Construction Company to construct some additional settling pools or basins and they immediately complied with my request and constructed such pools or basins over a considerable area on private property for which property they paid the owners for its usage. After construction of the pools, during the first day or two of operation there were some breaks which can be expected from newly formed embankments. The Rogers Construction Company made arrangements to have the basins inspected regularly throughout all the hours of their operation so that they could anticipate any breakage of the pools that might be imminent and so repair them.

Mr. George Neuner
Page 2
December 10, 1947

Summing this up, while I am quite certain I meant to imply to Mr. Hare that I would take such steps as were necessary to keep the stream as unpolluted as possible and, on the other hand, I most emphatically state that the Rogers Construction Company did, in my estimation, make every effort to keep such pollution at a minimum.

I am sending a copy of your letter to Mr. A. G. Skelton with the request that he have Clay Cornett prepare a sketch showing the location and number of settling pools. As these were many in number and often changed, it may be that we cannot show the exact picture as it was during construction.

W. C. Williams

WCW/ds

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FOR FILING

Salem, Oregon
December 10, 1947

Mr. A. G. Skelton
Division Engineer

Portland

Will you please have Mr. Cornett prepare a sketch or small map showing the approximate location and number of settling pools as constructed or used by Rogers Construction Company during their crushing operations at Dairy Creek for the Davies-North Plains Section.

Also, furnish such information as we may have procured in scouting the stream in the quarry to determine what banks of settlement may have been built up.

W. C. Williams

WCW/ds
Encl.

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Dec. 8, 1947

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

Re: Rogers Construction Company -
Dairy Creek Pollution Claim.

We are today advised that the Rogers Company has retained Mr. P. L. Patterson of Hillsboro to aid Mr. Bullivant in the defense of this claim. They have discussed the matter at some length with Mr. Hare.

From the discussion, it appears that Mr. Hare is attributing to you certain statements and admissions which appear to be inconsistent with the position which the Rogers Company is taking in this matter.

For your information, I enclose herewith, a copy of Bullivant's letter of December 5, wherein Hare's statements are referred to. May I suggest that at your very early convenience you dictate the essence of the conversations which you have had with Mr. Hare concerning this matter, and also any statements which either you or Mr. Hare may have made. Upon receipt of these statements, I will communicate further with Mr. Bullivant. Please also note that they desire information as to whether or not the samples from the stream, which we took, have been preserved.

It would also appear advisable to have Mr. Clay Cornett, or such other member of the staff as is familiar with this incident, prepare a sketch or map showing the location and number of settling pools. In addition, we should make available to the Rogers attorney such information as we have procured in scouting the downstream side of the Rogers operation.

I believe that at the conference with Bullivant, it was agreed that we would ask Mr. Cornett, or another member of our staff, to make this survey in the very near future.

Yours very truly,

J. M. DEVERS

By G. N. NEUNER
Assistant Counsel

GWN:FRC

NOTED
W. C. WILLIAMS

Copy

PENDERGRASS, SPACKMAN & BULLIVANT
Attorneys at Law
Pacific Building
Portland 4, Oregon

December 5, 1947

Mr. G. W. Neuner
Assistant Counsel
Oregon State Highway Commission
Salem, Oregon

Re: Rogers Construction Company - Dairy Creek Pollution Claim

Dear Mr. Neuner:

We have associated Mr. P. L. Patterson of Hillsboro to act with us in connection with the defense of the above claim. Mr. Patterson and ourselves have had several meetings concerning the matter and, on the occasion of the last one, talked to Mr. W. G. Hare of Hillsboro, representing the claimants.

In the course of our discussions Mr. Hare brought to our attention some matters concerning which we should like to have additional information from you or the State Highway Department.

He stated that after the Rogers operation had commenced he talked to Mr. Williams several times, and that Williams, on one occasion, had admitted forcibly to Hare that the Rogers operation was not taking reasonable precautions to prevent the downstream pollution and that Williams had in fact characterized the operation as being badly handled. When the writer talked with Mr. Williams in Salem, in your presence, he acquired the impression that Williams felt that Rogers had at all times taken all reasonable precautions.

Hare also stated that after he had made some complaints he heard directly from Mr. Devers and that Devers had stated that he had caused an investigation to be made and that the operation was being handled badly from the standpoint of efforts made to avoid pollution.

Clearly, if these cases go to trial, and Williams should be offered as a witness, upon behalf of Rogers, it is highly important to ascertain exactly what did take place between Williams and Hare and between Devers and Hare.

We cannot now recall whether the Highway Department did or did not take stream samples from time to time and whether these samples have been preserved. If any such samples were taken either by the Highway Commission or by others and your Department has any knowledge of it, we would appreciate receiving the particulars from you.

Hare also stated that he and several other persons visited the scene of the Rogers operation after the first series of settling pools had

Copy

been established and that Hare saw only four small earthen dams rather than the 20 or 30 which we thought had originally been constructed, after receipt of suggestions from the Highway Commission. Hare also stated that on one or more occasions when these dams were observed, they were broken and not acting as they were intended to act so that the water was flowing through freely without being settled. We would like to know what information either Mr. Williams or other members of the Department have as to the number of settling pools constructed on the first occasion and how these pools were maintained after they were constructed.

We should also like to know to what extent the Highway Department went in making observations on the downstream side of the Rogers operation with respect to the degree of sediment or discoloration which occurred from time to time.

Your consideration of these matters suggested by Mr. Hare would be greatly appreciated.

Yours very truly,

PENDERGRASS, SPACKMAN & BULLIVANT

By (Sgd.) R. R. Bullivant

RRB:br

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F-186 (11)

Supp.
AGENDA
OCT 31 1947

2-g

Request of Rogers Const. Co. that Highway Commission "not only take over the defense of these cases through its own counsel, but that it agree to indemnify us against any loss or liability which may be imposed upon us as a result of our operations in washing the material required under our contract."

#

re contract #2842 - Sunset Hwy.
(surfacing - ~~Wonder~~ to Leach Plains)
washing gravel taken from Rainy Creek.

C.C.R.

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FOR FILING
E-186 (11)

October 17, 1947

United Pacific Insurance Co.
McGovern-Carroll Co., Agent
624 Peyton Bldg.
Spokane, Washington

Gentlemen:

You are advised it is the intention of the State Highway Commission to release to Rogers Construction Co. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 2842 for surfacing on the Davies-North Plains Section of the Sunset Highway, in Washington County. This payment, which is in the amount of $52,891.91, reduces the amount of the retained percentage to 3% of the total amount earned by the contractor, or the sum of $10,572.39. The present payment to the contractor will be made on or after October 27, 1947.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is given you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
10-17-47 gl

W

Form E-1—5M—4-47
F-186 (11)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 4, 1947

Section Davies-North Plains
Kind of work Bit. Macadam Surfacing
Highway Sunset.
Section prefix 34-1050
Contractor Rogers Construction Co.
Contract number 2842
Date of contract Sept. 24, 1946
Date of completion Nov. 30, 1947
Date work started Dec. 2, 1946
Estimated date of completion Oct. 2, 1947
Amount of contract $359,982.50
Per cent of time elapsed 86.6%
Estimated cost of completed project, exclusive of engineering $354,900.00
Per cent of contract completed, based on total contract price 98.4%
Engineering cost to date, $10,503.73 48.6%
Date project was completed Oct. 2, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was completed on Thursday Oct. 2. except State Force Orders yet to be completed.

NOTED
H. G. SMITH

NOTED
E. A. PEASE

OCT 6 1947

H. W. LIBBY

Signed Clay M. Cornett
Address Box 4644 Portland 2 Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		7.91		7.91	
Miles partially completed		7.91		7.91	
Miles completed		7.91		7.91	
Total estimated quantities		117,360	10,900	1124 tons	
Estimated quantities moved or placed to date		117,360	10,900	1124 "	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FORM E-1672 900 12-46

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
PORTLAND

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 28 1947
FOR FILING

F-1811
#2242

Cross Referenced To
~~Adm.~~
~~Insurance~~
Prop. Damage

NOTED
State Highway Engineer

July 24, 1947

Mr. William G. Hare
First National Bank Building
Hillsboro, Oregon

Dear Mr. Hare:

I have your letter of July 21st, and will give you as accurate an estimate of the completion of rock crushing on Dairy Creek as I can.

When I wrote you under date of April 18th, I stated in my letter, "His (the contractor) present progress is approximately 12,000 yards weekly, and he hopes to complete by June 15th." Due to reasons beyond the contractor's control, he did not make this completion date, as you are aware. Heavy rains during the month of June so delayed the grading contractor, that he was unable to complete the grade so that the contractor could place rock thereon. This forced him to reduce his operations to one shift daily, which, of course, eliminated the possibility of completing on the hoped for date.

As of yesterday the contractor had approximately 30,000 yards of rock to crush. His present progress is approximately 1500 yards daily, which means 20 more working days. The best estimate I can give you now for the completion of the work is August 20th.

Yours very truly,

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:w
cc: R. H. Baldock ✓
J. M. Devers

RECE
COMMISSIONERS
T. H. BANFIELD
PORTLAND
ARTHUR W. SCHUPP
KLAMATH FALLS
MERLE R. CHESSMAN
ASTORIA

WILLIAM G. HARE
Lawyer
First National Bank Bldg.
Hillsboro, Oregon

July 21, 1947

COP

Mr. W. C. Williams
Division Engineer
Oregon State Highway Commission
Box 4644
Portland 2, Oregon

Dear Mr. Williams:

You are doubtless aware that Rogers Construction Company is still engaged in polluting Dairy Creek.

Relying upon your letter of April 16th, I advised my clients that this nuisance would terminate by June 15th. More than a month has rolled by to join the years before the flood since that date and by reason of the fact that the water in the creek is very low the condition has become intolerable. One of my clients has suggested the possibility that the operations will continue all summer. I rely upon your statements that such is not the case. But I would like to have from you a definite expression as to when the pollution will end.

I think you and Rogers Construction Company will agree that my clients have been exceedingly patient, but patience sometimes ceases to become a virtue.

May I hear from you at an early date.

Very truly yours,

(Sgd) Wm. G. Hare

RECEIVED
JUL 7 1947
FOR FILING

F-15a [illegible]

#7842

July 1, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In regard to the extension of time for the Sound Construction and Engineering Company on the Davies-North Plains, North Plains-Gardner Ranch and Berger Ranch-Barnes Road sections of the Sunset Highway, advise that I do not think that the soil conditions which prevailed during the entire summer could have been anticipated by anyone. This was considered an ideal job by all the contractors and engineers and no one questioned but that the Sound Construction and Engineering Company had sufficient equipment to perform the work during last season. Our records or memory do not indicate that they moved any equipment from the job until it was absolutely stopped by the fall rains. They probably lost two weeks this spring in returning to the job since the unusually early drought in May was not anticipated and they had slightly underestimated the time required to complete the Dry Creek-Monument job. However, on the other hand, they moved wet slide material of about 7,000 yards which was not anticipated and have been continually bothered by the failure of the bridge contractors to complete the bridges.

Certainly no contractor could be expected to hold his equipment unused throughout the fall and winter merely to be sure that it was immediately available during the spring months. The surfacing contracts were let during September and October in order that the contractors could crush and stock-pile their material for the summer's surfacing. Rogers has followed our suggestions in this respect and has all the surfacing crushed and is placing the rock on the Davies-North Plains Section.

Of course I am disappointed in the progress on the grading, but I feel that the Sound Construction and Engineering Company has a very competent superintendent and large organization and has done everything possible to further the progress of the work except to lose a large sum of money by greatly increasing the equipment forces. Equipment and labor were very scarce last year. It was practically impossible to buy caterpillar equipment and, had it been possible, I do not feel that we would have been justified in insisting that the contractors go to that extreme to further the work. Since we are interested in cheap prices, I feel that presupposes economical methods of construction and I am not willing to recommend uneconomical methods because unexpected conditions are encountered.

I hope that with this explanation you will approve the extension without engineering penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Mr. H. C. Smith

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. Box 3900
PORTLAND 8, OREGON

June 25, 1947.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letters of June 13th requesting concurrence in an extension of time to the Sound Construction Company from June 15th to September 1, 1947 on their three contracts for grading Oregon Projects F-186(8) and (9), Davies to N. Plains, N. Plains to Gardner Ranch and Berger Ranch to Barnes Road sections of the Sunset Highway.

These contracts were awarded in January 1946 with the time for completion as October 31, 1946. Due to the extreme difficulty in drying out the cuts and fills, the contractors were forced to shift their operations back and forth and this we considered justified an extension to July 15th without penalty, but which as we recall was reduced by the Commission to June 15th. However, when this condition became apparent the contractor should have increased his equipment and forces since we note he did move off of one contract in the summer of 1946 and apparently did not return until the summer of 1947.

In the meantime the surfacing contracts were let during September and October 1946 with the time limits as the last of October and November 1947. It is thus evident that these projects will drag on for at least another year and delay the opening to the traveling public that much longer.

Under the circumstances we are not in favor of eliminating the penalty for additional extensions unless further extenuating causes which have not been brought out already justify such extensions.

Very truly yours,

J. T. R. Davis
J. T. R. DAVIS
District Engineer

RECEIVED
JUN 26 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 7 1947
FOR FILING

F-186(11)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
PORTLAND 8, OREGON

June 3, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-186(11)
Davies-North Plains
Section of Sunset Hwy.

Dear Sir:

Enclosed for your file is an executed copy of an agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
JUN 4 1947
OREGON
STATE HIGHWAY COMMISSION

Jm

WA8pr 7241

State Oregon

Federal Aid Project No. F-186(11)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of May, 1947, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of October, 1938, a project statement, which was approved on the 2nd day of November, 1938, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of September, 1946; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred ninety-four thousand five hundred and 00/100 dollars ($ 194,500.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11879-2

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 2119+75 in the SE 1/4, Sec. 14, T-2-S, R-4-W, W.M. and survey station 2525+36 in the SW 1/4, Sec. 1, T-1-S, R-3-W, W.M., except Sta. 2149+06.9-2154+22.4, Sta. 2191+08 - 2191+98, Sta. 2419+68 - 2420+08, and Sta. 2479+85 - 2483+46.

, length 7.478 miles, in Washington County, being Oregon Federal Aid project No. F-186(11), consisting of 7.478 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred ninety-four thousand five hundred and 00/100 dollars ($194,500.00), which does not exceed the authorized Federal pro rata share of three hundred eighty-four thousand six hundred twenty-four and 90/100 dollars ($384,624.90), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

Chapter 329, Laws 1933.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

Attest
A W Schaupp
SECRETARY

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-3

RECEIVED
JUN 2 1947
OREGON DISTRICT

RECEIVED
JUN 13 1947
FOR FILING

F-186(11)

May 13, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-186(11)
Davies-North Plains
Section Sunset Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement fot signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with one copy of approved plans and special provisimns.

Very truly yours,

W. H. LYNCH
Division Engineer

By:
L. J. Caufield
Principal Highway Engineer

Encl.

Ja

RECEIVED
JUN 11 1947
FOR FILING

F-186(11)

May 2, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Davies-North Plains Section, Project No. F-186 (11).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:lh

Encl.

Oregon State Highway Department   Federal Aid Project No. F-186 (A1)

DAVIES-NORTH PLAINS SECTION OF THE
SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1947

Surfacing and Bituminous Macadam (Sta. 2119+75 to 252[illegible]+76)

81,000	cu. yds.	4" - 0" Rock in Base	$ 2.20	$178,200.00
20,390	cu. yds.	3/4" - 0" Rock in Base	2.20	44,858.00
16,000	cu. yds.	Placing Stockpiled Rock in Base	0.40	6,400.00
24,000	yd. mi.	Hauling Stockpiled Rock	0.12	2,880.00
2,940	M-gal.	Sprinkling	1.00	2,940.00
7.48	miles	Preparation of Base	200.00	1,496.00
1,110	cu. yds.	3/4" - 0" Rock in Binder Course	2.25	2,497.50
12,710	cu. yds.	Furnishing and Placing Aggregates	2.25	28,597.50
780	tons	Furnishing and Placing 121-150 Asphalt	31.00	24,180.00
124	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	27.00	3,348.00
1,500	lin. ft.	Spring Bracket Guard Rail	2.00	3,000.00
240	only	Wood Sight Posts	6.00	1,440.00
186	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	27.00	5,022.00
			Subtotal	$304,859.00
			10% Engr. & Cont.	30,485.90
			Total	$335,344.90

Length of Roadway   7.478 miles
Cost per mile $44,844.19

Federal Aid Funds- $194,500.00
State Funds- 140,844.90
$335,344.90

Crushed Rock in Stockpile, Produced Under WPA Project No. 3158 (Nonparticipating)

16,000	cu. yds.	Crushed Rock in Stockpile	$ 3.08	$ 49,280.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department Federal Aid Project No. F-186 (11)

DAVIES-NORTH PLAINS SECTION OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 29, 1946

Surfacing and Bituminous Macadam (Sta. 2119+75 to 2525+36)

81,000	cu. yds.	4" - 0" Rock in Base	$2.85	$230,850.00
20,390	cu. yds.	3/4" - 0" Rock in Base	2.85	58,111.50
16,000	cu. yds.	Placing Stockpiled Rock in Base	.85	13,600.00
24,000	yd. mi.	Hauling Stockpiled Rock	.14	3,360.00
2,940	M-gals.	Sprinkling	2.50	7,350.00
7.48	miles	Preparation of Base	150.00	1,122.00
1,110	cu. yds.	3/4" - 0" Rock in Binder Course	3.85	4,273.50
12,710	cu. yds.	Furnishing and Placing Aggregates	3.85	48,933.50
780	tons	Furnishing and Placing 121-150 Asphalt	28.00	21,840.00
124	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	28.00	3,472.00
1,500	lin. ft.	Spring Bracket Guard Rail	3.50	5,250.00
240	only	Wood Sight Posts	4.00	960.00
186	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	28.00	5,208.00
226	tons	Furnishing and Placing RT-4 Tar in Binder Course	24.00	(Alternate)
			Subtotal	$404,330.50
			10% Engr. & Cont.	40,433.05
			Total	$444,763.55

Length of Roadway 7.478 miles
Cost per mile $59,476.27

Federal Aid Funds- $ 233,000.00
State Funds- 211,763.55
$ 444,763.55

Crushed Rock in Stockpile, Produced under WPA Project No. 3158 (Non-participating)

16,000	cu. yds.	Crushed Rock in Stockpile	$ 2.08	$ 49,280.00

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

September 6, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project F-186(11), Davies - North Plains Section of the Sunset Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

We have changed the unit for asphalt from cubic yard to ton in the plan quantity summary. Also the unit price of $2.08 for non-participating stockpiled rock in your August 29 estimate has been changed to $3.08.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
SEP 7 1946
OREGON
STATE HIGHWAY COMMISSION

August 29, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate, four copies of right of way statement and three copies of Federal-aid work summary for the Davies-North Plains Section, Project No. F-186 (11).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

DAVIES-NORTH PLAINS SECTION

PROJECT NO. F-186 (11)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 29, 1946

SUMMARY OF FEDERAL AID WORK

DAVIES-NORTH PLAINS SECTION

PROJECT NO. F-186 (11)

Former		Present			Length	
Section	Type	Type	Width	Sta. to Sta.	Former	Present
-	-	-	-	2119+75 to 2143+50	-	0.450
(9)	100	501	24	2143+50 to 2525+36	7.028	7.028

xxxxxxxxxxxxx
Division 8

September 6, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project F-186(11), Davies - North Plains Section of the Sunset Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

We have changed the unit for asphalt from cubic yard to ton in the plan quantity summary. Also the unit price of $2.08 for non-participating stockpiled rock in your August 29 estimate has been changed to $3.08.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
7 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 28
FOR FILING

F-186(11)

#2842

Salem, Oregon
March 28, 1947

Mr. H. G. Smith:

We are handing you herewith two copies of the agreement between the State Highway Commission and Washington County which provides for the use of certain county roads by the highway contractor in connection with the construction of the Davies-North Plains Section of the Sunset Highway.

The original copy of this agreement has been retained by Mr. Glaisyer for his files and one copy has been forwarded to the Washington County Court.

R. H. Baldock

JM:bb

FORM E-90 25M 3-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1947

SUBJECT:

To: R. H. Baldock
State Highway Engineer

BUILDING

Attached hereto are two (2) copies of an agreement between the State Highway Commission and Washington County, dated March 21, 1947, covering the use of certain county roads by the State's contractor in connection with the construction of the Davies-North Plains Section of the Sunset Highway, said county roads being described as follows:

> The Vadis to Mountaindale Section of County Road No. 60 being about 1.9 miles;
>
> The Mountaindale to Meacham School, being approximately 6.1 miles;
>
> The Mountaindale westward to intersection with Sunset Highway, approximately 1.6 miles.

These copies are for your further handling. We have retained the original copy of the agreement for the Commission's records and files, and have forwarded one fully executed copy to the County Court of Washington County.

Secretary

W

2 Encls.

RECEIVED
JAN 28 1
FOR FILING

F-186 (11)

January 23, 1947

Rogers Construction Company
Route 15, Box 231
Portland 16, Oregon

Attention: Mr. Hamlin

Gentlemen:

We refer to your letter of January 21, concerning guard rail brackets required for use under your Sunset Highway Contract (Contract No. 2842).

These brackets can be purchased from the U. S. Spring and Bumper Co., 4951 Alcoa Avenue, Los Angeles 11, California.

On an order placed by us on December 21, this company indicated delivery late in February.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:GS

cc to H. G. Smith
W. C. Williams

C. ROGERS

ROGERS CONSTRUCTION CO.

General Road Contractors

ROUTE 15 - BOX 231
PORTLAND 16, OREGON

Jan., 21st 1947

Oregon State Highway Commission,
Salem
Oregon

Gentlemen;

Contract No. 2842- Sunset Highway
Washington County.

We have endeavored to obtain the material for the guard rail brackets in connection with our work on the above captioned project and our supplier has contacted all the major steel companies and to date has not been able to get a delivery date. Would you be kind enuf to furnish us with the firm name of the concern who furnished you with the specification for the steel in orderthat we might contact them in an attempt to get the order place for the material.

It seems that the major steel companies do not want to accept an order for the type of steel which is required, due to the fast that they can get a greater quantitiy on heavier steel.

Yours Very Truly,

ROGERS CONSTRUCTION CO.,

By

eh
cc to Schmitt Steel

RECEIVED
JAN 23 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 30 1946
FOR FILING

F-186 (11)

October 23, 1946

Rogers Construction Co.,
Rte. 15, Box 231
Portland 16,
Oregon

Gentlemen:

We are sending you today, by express, fully executed copies of contracts which were awarded to you on September 24, 1946, by the State Highway Commission, as follows:

Contract No. 2837, covering regrading, oil mat surfacing and rock production on the Madras-Prineville Section of the Madras-Prineville Secondary Highway, in Crook and Jefferson Counties.

Contract No. 2842, covering surfacing on the Davies-North Plains Section of the Sunset Highway, in Washington County.

These copies are for your records and files.

Executed copies of the above contracts are also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

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DEC 3 1946
FOR FILING

F-186(11)

September 24, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence of today in the award of contract on Oregon Federal Aid Project No. F-186(11), Davies-North Plains Section of the Sunset Highway, to the Rogers Construction Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
SEP 26 1946

RECEIVED
AUG 26 1946
FOR FILING

F-186(11)

August 16, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In 1939, the W.P.A. produced a quantity of 4" - 6" crushed rock intended for use on the Sunset Highway in the vicinity of Davies. Of these materials, approximately 16,000 cubic yards remain in stockpile and are available for use on the Davies-North Plains Project, F-186 (11), which project is scheduled for letting at an early date.

We propose to use these materials in the lower six inches of a twelve-inch base course on the westerly 2.8 miles of the above-mentioned project, having the work of loading, hauling and incorporating the materials performed by the contractor.

May we have your approval of the use of these materials in the manner indicated.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:GS

RECEIVED
1 19
FOR FILING

F-186 (11)

August 16, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In 1939, the W.P.A. produced a quantity of 4" - 0" crushed rock intended for use on the Sunset Highway in the vicinity of Davies. Of these materials, approximately 16,000 cubic yards remain in stockpile and are available for use on the Davies-North Plains Project, F-186 (11), which project is scheduled for letting at an early date.

We propose to use these materials in the lower six inches of a twelve-inch base course on the westerly 2.8 miles of the above-mentioned project, having the work of loading, hauling and incorporating the materials performed by the contractor.

May we have your approval of the use of these materials in the manner indicated.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:GS

1946

2843 Maint. - Ferries - Wilsonville

FI-138(4) Johns-Glendale Jct. Sec., 1946
Pacific Hwy.
#2844

RECEIVED
JUN 1 1950
FOR FILING
FORM E-30 25M 1-49 29022

F-138(1)

2944

1829

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

April 28, 1950
Salem, Oregon

SUBJECT: Copy

REFERRED TO
Sam Hall
Asst. Chief Eng.
Williams

To: Mr. W. C. Williams
Assistant State Highway Engineer
OFFICE

Dear Sir:

Reference is made to Record of Assignment No. 1829 WCW, with regards to fencing on the Johns-Glendale Junction Section of the Pacific Highway.

Mr. Lytle advises that Roberts is submitting a State Force Order for this work, and as soon as the order is received and approved we will proceed with the installation of the fence.

Very truly yours,

H. G. Smith
Construction Engineer

By: Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:es

ASSIGNMENT

No. 1839

April 6, 1950

By

escription: Samuel Hall's letter of 3-31-50 re R/W matter on Johns Ranch-Glendale Section of Pacific Highway (Arthur J. Fawcett, Jay B. Moore, et al)

Acknowledged by _____ Referred to -Smith-___________

Investigate and report with recommendation
Investigation, such action as necessary and report
xxxx Comment or recommendation
Return with rough draft of reply
Please prepare for _______________ signature
____

Assignment executed ______ Report received 5-1-50

Remarks:

I recommend we put up the hog wire.

PLEASE RETURN TO
[illegible] C. WILLIAMS
FOR FILING

LEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-50 25M 1-48 29083

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
March 31, 1950

SUBJECT: L 1445
State Highway Commission v.
Arthur J. Fawcett, Jay B. Moore,
et al.

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

The above entitled matter is one of the two right of way matters on the Johns Ranch-Glendale Section of the Pacific Highway which are still pending in the Circuit Court of the State of Oregon for the County of Douglas under condemnation proceedings.

This case, as you may know, is mean in all respects, legal as well as factual. Its present status is that we are awaiting a decision by the Court on motions which we have filed against their answer. These motions, if the Court should rule on them in our favor, will not only eliminate $25,000 from their claim but will be a circuit court decision on highly important legal questions so far as we are concerned; that is, a ruling in our favor would mean that a property owner through whose land a new highway has been located can have no recovery for deprivation of access to such new highway and also that a property owner from whom land is being condemned cannot recover for any damage done to the remainder of his land which has resulted by reason of construction work on the entire project done elsewhere than upon the very land which is being condemned. We do not know what the Court's decision will be, but this case has been one long series of legal battles on legal technicalities such as is reflected above.

I have mentioned the above to you so as to give you a view of the importance which we attach to this case.

My main purpose in writing you, however, is that when we constructed the highway through this defendant's property we agreed to fence both sides of the right of way. We were under no legal obligation to do this, although we would have eventually been legally obligated to compensate by way of a greater amount of damages to the remainder in the absence of a fence; that is, in the trial of the case in the absence of a fence the defendant would be entitled to show a greater amount of damage to his remaining land by reason of its being severed by the highway than he would be able to show if the right of way were fenced.

We did construct a fence on each side of the right of way, but, at the time, materials were scarce and it seems that we did not use hog wire for a certain distance as we would have done had materials been available and had the barn which sits partly on the right of way been removed.

I have received a complaint from the defendant's attorneys stating that since this part of the fence has no hog wire on it the defendant's hogs are escaping from his land onto the highway, endangering both the traveling public and the defendant's hogs. He asks that we rectify this condition.

As I have previously indicated, we are under no legal liability to do this. However, if we do not do it the defendant will be entitled to show a greater amount of damage to the remainder by reason of our not doing it. We in the legal department believe (although Mr. Devers is not here at this time I feel confident that he would agree with us) that it will be to our interest to put in this additional hog wire, for by doing so it will tend to show that we are living up to our informal agreements and it will also tend to keep out some evidence of damage to the remainder (we do know that notwithstanding what we may do he will endeavor to show that the entire fence is not the proper type of fence). In other words, we either pay for it by doing it now or we pay for it by way of a larger verdict at the time of trial. We feel that it would be to our advantage before the jury not to have any more grounds in favor of the defendant for accusing us of not living up to our agreements than possible.

I have had Assistant Division Engineer B. A. Martin check the facts on the defendant's complaint, and he has reported to me as follows:

> "I am informed that the reason this fence was never constructed was due to the fact that Moore's barn is still on the right-of-way and it was impossible to build the fence on the right-of-way without moving the barn. However, we can construct the fence up to the barn and complete the rest of the fence after the barn is moved. It would probably be less expensive to construct the fence after the barn has been moved."

I believe that it would be to our interest to go ahead and put in the hog wire up to the barn at this time so that the defendant's hogs cannot escape onto the highway. What happens after the barn is removed we are not concerned with at this time. I will appreciate it, therefore, if you will consider this matter and have such hog wire installed.

Very truly yours,

Samuel A. Hall

SAMUEL A. HALL
Assistant Counsel

SAH:AWP
cc Mr. B. A. Martin

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DEC 27 1948
FOR FILING
71-139 (4)

2844

R A BALDOCK

December 8th, 1948

FINAL COST ANALYSIS
Johns-Glendale Junction
Grading & Topping

Contract #2844
Prefix 10-1119-201(46)

Contractor - R. A. Heintz
Resident Engineer - George Baker

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	93.344	Acre	$500.00	$274.00	$25,576.26	$46,672.00
Grubbing	40.1	"	450.00	241.50	9,686.93	18,045.00
Extra Clearing	9.471	"	500.00	274.00	2,595.05	4,735.50
" Grubbing	3.571	"	450.00	241.50	862.40	1,606.95
Struct. Excavation	2,608.3	Cu. Yd.	3.00	2.47	6,442.50	7,824.90
Trench "	1,707.4	" "	2.00	1.89	3,218.29	3,414.80
General Excavation Location "A"	131,238.3	" "	0.24	0.19	24,935.26	31,497.17
General Excavation Location "B"	181,069.3	" "	0.28	0.426	77,117.42	50,699.40
Short Overhaul	1,006,518.8	Yd. Sta.	0.01	0.01	10,065.19	10,065.19
Long "	25,853.9	C-Yd. Sta.	0.30	0.25	6,463.48	7,756.17
Rounding Cutbanks	3,241	Lin. Ft.	0.15	0.15	486.15	486.15
Finishing Roadbed & Slopes	7.165	Mile	350.00	300.00	2,148.00	2,507.75
18" Concrete Pipe	2,829	Lin. Ft.	3.65	3.03	8,581.24	10,325.85
24" " "	609	" "	4.50	3.90	2,374.80	2,740.50
36" " "	784	" "	10.50	7.31	5,732.96	8,232.00
48" Corr. Metal Pipe	342	" "	11.00	9.88	3,380.47	3,762.00
24" Concrete Siphon Pipe	102	" "	4.50	4.13	421.60	459.00
Concrete End Basins	25.91	Cu. Yd.	65.00	51.95	1,346.18	1,684.15
Class "A" Concrete	337.82	" "	54.00	42.49	14,353.45	18,242.28
Metal Reinforcement	55,134	Lb.	0.10	0.075	4,135.50	5,513.40
Selected R/B Topping	72,823	Cu. Yd.	0.315	0.27	19,820.01	22,939.25
Hauling " "	83,583	Yd. Mi.	0.15	0.123	10,280.71	12,537.45
Sprinkling	362	M-Gal.	1.75	1.50	543.00	633.50

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #1, 72" Corr. Metal Pipe	390	Lin. Ft.	26.00	21.60	$8,424.40	$10,140.00
PA #2, 18" Concrete Siphon Pipe	495	" "	3.65	3.03	1,499.85	1,806.75
PA #3, 6" Concrete Sewer Pipe	243	" "	1.50	1.10	267.52	364.50
PA #4, Prot. Invert 58" x 36" Arch Type Corr. Metal Pipe	92	" "	15.08	14.59	1,342.46	1,387.36
PA #5, Gravel Backfill in Place	29.8	Cu. Yd.	5.00	3.55	105.79	149.00
PA #6, Extra Clearing and Grubbing on Road Haul	All	All	500.00	400.00	400.00	500.00
PA #7, Selected R/B Topping	9,483	Cu. Yd.	0.315	0.27	2,560.41	2,987.15
PA #7, Hauling R/B Topping	6,863.5	Yd. Mi.	0.15	0.123	844.21	1,029.53
PA #8, Selected R/B Topping	9,145	Cu. Yd.	0.315	0.27	2,469.15	2,880.68
PA #8, Hauling R/B Topping	6,348.5	Yd. Mi.	0.15	0.123	780.80	952.28
PA #9, Selected R/B Topping	25,293	Cu. Yd.	0.315	0.27	6,829.11	7,967.30
PA #9, Haul. R/B Topping	27,247.5	Yd. Mi.	0.15	0.123	3,351.26	4,087.13
PA #10, Excavation for Dike	2,500	Cu. Yd.	0.60	0.45	1,135.50	1,500.00
PA #11, Cement Adj., Favor of State	23.62	Bbl.	3.60			- 85.03
Force Account					1,372.93	1,580.29
					$271,950.24	$309,627.30

	Gross Revenue	Cost	Profit	Net Profit Equals % of Gross Revenue
R. A. Heintz	$277,472.52	$243,245.30	$34,227.22	12.3%
Lockyear & White	32,154.78	28,704.94	3,449.84	10.7%
	$309,627.30	$271,950.24	$37,677.06	12.2%

Johns-Glendale Junction
Contract #2844

Detail of Cost

Labor:

Supervision	$4,942.84	
Labor	104,880.38	
State Industrial Accident Insurance	3,843.81	
Social Security	1,098.23	
Unemployment Insurance	3,294.70	
		$118,059.96

Materials:

6" Concrete Sewer Pipe	343 feet at	$0.34	$82.62	
18" Concrete Culvert Pipe	2,829 " "	2.08	5,884.32	
18" Concrete Siphon Pipe	495 " "	2.08	1,029.60	
24" Concrete Culvert Pipe	609 " "	3.20	1,948.80	
24" Concrete Siphon Pipe	102 " "	3.20	326.40	
36" Concrete Culvert Pipe	784 " "	6.02	4,719.68	
48" Corr. Metal Pipe	342 " "	8.04	2,749.68	
48" Corr. Metal Bands	17 each "	7.25	123.25	
58" x 36" Corr. Metal Arch Pipe	92 feet "	11.95	1,099.40	
58" x 36" Metal Arch Bands	4 each "	9.23	36.92	
72" Corr. Metal Pipe	390 feet "	17.22	6,715.80	
72" Corr. Metal Bands	20 each "	34.72	694.40	
Cement	2,180 sack "	0.90	1,962.00	
Concrete Aggregate	491 cu. yd. at	4.50	2,209.50	
Metal Reinforcements	55,134 lbs. at	0.05	2,756.70	
				32,339.07

Equipment Rental & Misc.:

Equipment, Owned	$64,404.87	
Equipment, Hired	16,176.85	
Gas, Oil & Grease	11,450.01	
Bond	1,796.87	
Move In, Freight & Cartage	4,475.00	
Home Office & Overhead	9,270.00	
Misc. Supplies & Small Tools	3,090.65	
Lumber	1,932.99	
Explosives	5,438.91	
Drill Steel	3,515.06	
		121,551.21

Total Cost $271,950.24

Johns-Glendale Junction
Contract #2844

Remarks:

This was a Federal Aid Project consisting of grading and topping of 7.16 miles of the Johns-Glendale Junction Section of the Pacific Highway. This contract was bid August 6th, 1946, awarded September 24th, 1946, work started October 28th, 1946, and completed April 13th, 1948.

Contractor started clearing with one D-6 cat and clearing dozer and a crew of 8 men. Clearing was held up during the winter months due to wet weather and difficulties encountered by contractor's men and property owners due to right of way problems. On several occasions the contractor's men were forced off the right of way. Contractor ceased all operations on December 15th, 1946, and resumed the clearing operations March 24th, 1947. By this time the right of way difficulties were cleared up and work progressed unmolested. Clearing consisted of light brush and small trees and contractor made a nice profit.

Structural excavation and trench excavation were done with a 3/4 cu. yd. Bucyrus dragline shovel. Due to bad weather contractor made only a small profit.

The general excavation Location "A" consisted of very good soil and was moved with three Terra Cobras, four D-8 cats and scrapers, two D-8 push cats. This work was done very economically and a fair profit was realized.

The general excavation Location "B" was also good material with the exception of three cuts where the contractor encountered solid rock. Two of these cuts were not too tough but required a small amount of shooting. There was one large cut at Station 115 which contained about 21,000 cu. yds. of solid rock. The contractor started drilling on this cut September 15th, 1947, and did not complete until April 10th, 1948. He used a crew consisting of five jackhammer men, one powderman, one shovel operator and two DW-10 operators. Equipment used consisted of one 1¼ cu. yd. N. W. shovel, two DW-10's with Athey wagons, two compressors, five jackhammers. This rock was extremely hard, consequently using a great amount of explosives. Drill steel and bits needed to be resharpened often. This excavation cost the contractor $2.38 per cu. yd. and there was a considerable loss on excavation Location "B".

Lockyear & White subcontracted the box culverts and the placing of the concrete culvert pipe. R. A. Heintz, the main contractor, furnished the concrete culvert pipe and Lockyear & White installed the concrete culvert pipe and furnished materials and built three box culverts. Subcontractor also built end basins.

The selected roadbed topping was obtained from various designated gravel bars and was hauled and placed when the grade was finished, one 3/4 cu. yd. #22-B Bucyrus shovel and an average of six 8 cu. yd. hired trucks hauling material on the grade, using a blade and roller to spread and roll, placing an average of about 1,200 cu. yd. per day which was very good production, and a fair profit was realized.

The contractor had good bid prices and good equipment. Consequently he realized a fair profit.

E. H. Clymer
Cost Analyst

By . . George Kayser

RECEIVED
NOV 30 1948
FOR FILING
FI-139(4)
2944

Salem, Oregon
November 29, 1948

L-1445
12207
Commission v. Arthur J.
Fawcett, Jay B. Moore, et al,
Johns Ranch-Glendale Junction
Section of the Pacific Highway.

Mr. G. W. Neuner

We are today filing the agreement between the State Highway Commission and Jay B. Moore and Susan M. Moore covering use of a gravel pit and hauling road across the Moore's property needed in connection with construction of the Johns Ranch-Glendale Junction Section of the Pacific Highway, in Josephine County.

This agreement is being given Right of Way File No. 10043.

Secretary

ee

1-0

Salem, Oregon
November 16, 1948

Mr. R.H. Baldock

Herewith I hand you one copy of an agreement between the State Highway Commission and Jay B. Moore and Susan M. Moore, for gravel site needed for the Johns Ranch-Glendale Junction Section of the Pacific Highway, Josephine County.

The original of this agreement has been retained in this office for the Commission's files and a fully executed copy has been mailed to Jay B. Moore.

Secretary

rn

RECEIVED
NOV 17 1948
FOR FILING

57-1-38(4)

2844
Moore, JB + Susan

Salem, Oregon
November 17, 1948

Mr. S. H. Probert
Office

Attached is one copy of an agreement between the State Highway Commission and Jay B. Moore and Susan M. Moore, for gravel site needed for the Johns Ranch-Glendale Junction Section of the Pacific Highway, Josephine County.

The original has been retained in Mr. Glaisyer's office for the Commission's files and a fully executed copy has been mailed to Jay B. Moore.

L. H. Warfield
Staff Engineer

LHW/gd

RECEIVED
OCT 6 1948
FOR FILING

71-138(4)

2844

October 1, 1948

General Casualty Co.of America
Mansfield & Co., Agent
302 Lewis Building
Portland 4, Oregon

Gentlemen:

This to advise you that State Highway Contract No.2844 for work on the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County, has been completed by the contractor, R. A. Heintz-Construction, and that final payment in the amount of $10,462.86 will be made on or after October 11, 1948.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $309,627.30, of which amount $1,580.29 represents force account items. This contract was completed April 13 and accepted by the Commission May 25, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attention: Legal Dept.

NOTED ON CARD

10-1-48

RECEIVED
SEP - 2 1948
FOR FILING

FI-138 (4)

2844

August 31, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 11, to establish the price of cement on the Johns-Glendale Junction Section of the Pacific Highway in Douglas County, Contract No. 2844, in connection with Federal Aid Project FI-138 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/gs

Encl.

RECEIVED
JUN 24 194
FOR FILING

FI-138 (4)

2844

June 23, 1948

General Casualty Co. of America
General Insurance Building
Seattle 5, Wash.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R.A. Heintz-Construction, on contract No. 2844, covering grading and topping on the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County. This payment, in the amount of $10,417.59, will be made on or after July 3, 1948. The retained percentage is $9252.51.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

cc: Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

6-[illegible]

F1-128(4)

9

Form E-1—5M—4-47

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 19, 1948

Section Johns - Glendale Junction

Kind of work Grading and Topping

Highway Pacific

Section prefix 10-1119

Contractor R. A. Heintz Const

Contract number 2844

Date of contract Sept 24, 1946

Date of completion April 13, 1948

Date work started Oct. 31, 1946

Estimated date of completion , 19

Amount of contract $ 299,478.50

Per cent of time elapsed Overrun %

Estimated cost of completed project, exclusive of engineering $ 310,394.36

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 28,676.75, 9.24 %

Date project was completed April 13, 1948

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final was submitted in the Division Office Wednesday.

RECEIVED
JUN 21 1948
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E. M. BOOTH

Signed Resident Engineer

Address Box 741, Port Orford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

RECEIVED
JUN 9 1948
FOR FILING

FI-138(4)

June 7, 1948

R. A. Heintz-Construction
8101 N.E. Union Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 25, 1948, had under discussion your request for an extension of time of 13 days, from April 1 to April 13, 1948, within which to complete your contract No. 2844 for grading and topping on the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

H. G. Smith

NOTED ON CARD
6-7-48

RECEIVED
MAY 24 1948
FOR FILING

FI-138(4)

May 20, 1948

General Casualty Company
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to release to R. A. Heintz-Construction a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 2844 for grading and topping on the Johns-Glendale Section of the Pacific Highway, in Douglas County. This payment, which is in the amount of $13,530.58, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $8,930.31. The present payment to the contractor will be made on or after June 1, 1948.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.

NOTED ON CARD

RECEIVED
MAY 10 1948
FOR FILING

FI-138(a)

May 10, 1948

Request for Extension of Time
No. 6
May 24 and 25 meeting.

Oregon State Highway Commission

Gentlemen:

Attached hereto is a copy of a request from the R. A. Heintz Construction Company, for an extension of time from April 1, 1948 to April 13, 1948, inclusive, on their contract No. 2844, Johns-Glendale Junction Section of the Pacific Highway.

Due to the extremely wet weather, and additional work ordered by the Highway Engineer which was made necessary by flood damage, completion of this contract for grading and topping was not possible within the time limit originally set up.

I recommend that this extension be granted without penalty. Mr. T. N. Davis, of the Public Roads Administration, concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc - W. C. Williams
H. G. Smith

RECEIVED
APR 30 1948
FOR FILING

FI-138(4)

April 30, 1948

Mr. T. W. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you concur in an extension of time on Contract No. 2844, Johns-Glendale Junction Section of the Pacific Highway, FI-138 (4) from April 1, 1948 to April 13, 1948, inclusive, to R. A. Heintz Construction Company, Contractors.

Due to extremely wet weather, and also due to additional work ordered by the Highway Engineer, which was made necessary by flood damage, the completion of grading and topping on this project was not possible.

I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc - W. C. Williams
H. G. Smith

RECEIVED
FEB 20 1948
FOR FILING

FI-138(4)

February 18, 1948

R. A. Heintz Construction Co.
8101 N. E. Union Ave.
Portland
Oregon

Gentlemen:

The State Highway Commission at its meeting on February 3, 1948 had under discussion your request for an extension of time of 152 days, from November 1, 1947 to March 31, 1948, within which to complete your contract No. 2844 for grading and topping on the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Forest Cooper,
Division Engineer

H. G. Smith

NOTED ON CARD
2-18-48

RECEIVED
JAN 30 1948
FOR FILING

FI-138(4)

January 29, 1948

Oregon State Highway Commission

Gentlemen:

The R. A. Heintz Construction Company have requested an extension of time on their contract No. 2144, Johns-Glendale Junction Section of the Pacific Highway, from October 31, 1947 to March 31, 1948.

Bids were received on this project on August 6, 1946, but the contract was not awarded until September 24, 1946, a delay of fifty days. There was also further delay due to right of way disputes and considerably adverse weather conditions made the contractor unable to complete within the specified time limit.

I recommend that the request for an extension of time be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW/ds

cc - W. C. Williams
H. G. Smith

RECEIVED
JAN 27 1948
FOR FILING

FI-138 (4)

January 23, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are copies of Order for Extra Work covering the enlarging and clearing the channel, and realignment of 250 feet of dyke at the Cow Creek Bridge on the Johns-Glendale Junction Section of the Pacific Highway in Douglas County, Contract No. 2844, in connection with Federal Aid Project No. FI-138 (4).

This work is necessary to provide more adequate waterway, the necessity of which was evidenced by high water during January of this year.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

Encl.

RECEIVED
DEC 19 1947
FOR FILING

FI-138-4

#2844

December 18, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2844, Johns-Glendale Junction Section of the Pacific Highway, FI-138 (4), from October 31, 1947, to March 31, 1948, to R. A. Heintz Construction Company, contractors.

Bids were received on this project on August 6, 1946, but the contract was not awarded until September 24, 1946, which made a delay of 50 days during the best part of operating weather.

There have also been some additional delays due to right of way disputes, and adverse weather conditions during the month of October made it impossible for them to complete the project, as travel on the water-soaked grade would have ruined the work already completed.

I recommend that this extension be granted without penalty.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
DEC 15 1947
FOR FILING

EI-132(4)

2844

Salem, Oregon
December 12, 1947

K. D. Lytle
Division Engineer
926 Chapman
Roseburg, Oregon

Attention: Forrest Cooper

Dear Sir:

The enclosed request for an increase in the authorization for the Johns-Glendale Junction Project is being returned for the reason that your quantity summary sheet for the project, dated December 10, 1947, does not indicate that any overrun of the present authorized amount is anticipated.

We suggest that request for additional authorization be delayed until the amount needed is more definitely and accurately known.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.
SHP:nd

FORM E-20 20M 3-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Dec. 8, 1947

SUBJECT: 10-1119

To:

H. G. Smith
Construction Engineer

Dear Sir:

Due to the substitution of 72" metal pipes for smaller sizes on the Johns-Glendale Junction Section, the cost of the work was increased $5,190.50.

The larger pipes were installed for use as cattle passes at the instance of and with the approval of the Legal Department.

As there is not sufficient money in the contingency fund to absorb the additional cost of this right-of-way matter, I request approval of the additional funds.

Very truly yours,

K. D. LYTLE
Division Engineer

By:
Asst. Div. Engr.

encs

DEC 9 1947

RECEIVED
DEC 15 1947
FOR FILING

FI-138 (4)

December 8, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the salvaging of 48 feet of 36-inch pipe under the dike at left of Station 129 and re-laying the pipe 300 feet upstream on the Johns-Glendale Junction Section of the Pacific Highway in Douglas County, Contract No. 2844, in connection with Federal Aid Project No. FI-138 (4).

This work is necessary to divert water for irrigation. The channel, as changed in construction according to the plans, was lowered in elevation below the diversion pipe by high water. Grade of the irrigation ditch can be met by the proposed change in location of the pipe.

Very truly yours,

W. C. Williams
Asst. State Highway Engineer

DBP:gs

Encl.

RECEIVED
NOV 19 1947
FOR FILING

FI-138 (4)

November 10, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreements Nos. 7, 8 and 9, covering changes in the source of material for Selected Roadbed Topping on the Johns-Glendale Junction Section of the Pacific Highway in Douglas County, Contract No. 2844, in connection with Federal Aid Project No. FI-138 (4).

There is not sufficient material to complete the contract in originally designated sources. Additional sources of material are necessary.

Very truly yours,

W. C. Williams
Asst. State Highway Engineer

DBP:GS

Encl.

RECEIVED
OCT 10 1947
FOR FILING

FI-138(4)

October 7, 1947.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Williams' letter of September 29, 1947 requesting approval of the enclosed Price Agreement No. 3 covering construction of three farm approach bridges on Oregon Project FI-138(4), Glendale Junction - Wolf Creek Section of the Pacific Highway.

In the special provisions covering this work, page 22, provision is made for the construction of four approach road trestles and the unit bid price of the contract is $90.00 per M FBM.

The increased number of approach road bridges are considered an overrun in quantity of the bid item and the work should be performed at the price shown in the contract. We are therefore returning the price agreement without our approval.

Very truly yours,

T. M. DAVIS
District Engineer.

Encl.

RECEIVED
AUG 14 1947
FOR FILING
FORM E-30 25M 3-47

FI-132(4)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Aug. 11, 1947

SUBJECT: 10-1119
Johns-Glendale Junction

To:

H. G. Smith
Construction Engineer

Dear Sir:

Attached is an Agreement signed by Heintz Construction Company which involves a change in the haul road to the Moore gravel bar, in connection with Contract No. 2844.

You will note the contractor agrees to make no claims or demand compensation as a result of this change.

Very truly yours,

K D Lytle
K. D. LYTLE
Division Engineer

enc

G

APPROVED
Smith

[illegible] 12 1947

ACKNOWLEDGMENT OF AGREEMENT BETWEEN R. A. HEINTZ CONSTRUCTION CO. AND THE OREGON STATE HIGHWAY COMMISION.

This is to acknowledge the fact that We (R. A. Heintz Construction Co.) have,and do hereby, agreed to the change in the haul road(Eng. Sta. 338) from the"Moore" gravel bar. Said change to be different from the original plans as follows:

> To start from the upper end of the bar and ha ul East along Moore's North lineto the point at which his lane intersects his said North line; thence East on said lane to the Barton (County) Road; thence South on the said Barton Road to the Highwa y construction.

We do hereby agree that in accepting thes change we have accepted the cost to us to be comparable to the original plans and do not/ and will not/ claim or demand any compensation from the S tate Highway Commission for any construction or maintainance of the changed haul road.

Signed this ___ day of August 1947

____

____

Acknowledgement

Baker

Res. Eng.

RECEIVED
JUL 21 1947
FOR FILING

E1-138(4)

#2847

July 17, 1947

Mr. R. A. Heintz
R. A. Heintz Construction Co.
8101 N. E. Union Avenue
Portland 11, Oregon

Dear Mr. Heintz:

The Right of Way Department has released the entire Sandy-Woodburn Section for your operations so that you need not be fearful of any delay on the small portion of the work which we had restricted pending right-of-way settlements.

This is a very large job and you will have great difficulty in completing it before winter; therefore, I again urge that you start the work immediately.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith

R. A. HEINTZ . . . CONSTRUCTION

PHONE: TRinity 1172
8101 N. E. UNION AVENUE
PORTLAND 11, OREGON

July 11, 1947

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Mr. Baldock:

In answer to your letter of July 8th, in regard to the progress of this company in our contracts on the Johns*Glendale and Woodburn-Sandy jobs.

We are pushing our work on the Johns-Glendale work and expect to have our work completed at the specified date, barring delays beyond our control. We have experienced considerqble delay in our work there due to lack of right-of-way arrangements by the State, and could have finished all clearing last year if we had been permitted to work. Your engineer will, I am sure, verify the fact that the bridge con struction in the center of our project, is now causing us difficulty and delay in our work. Nevertheless, we expect to have this contract completed by the date called for in our contract with the Highway Commission.

The Sandy-Woodburn job was not awarded for 2 months after bids, due to right-of-way difficulty which has not yet been entirely cleared up, so far as we know. No allowance has as yet been made for this on our scheduled completion date. We cannot afford to move all of our equipment to the work and remove it again pending right-of-way clearance.

All clearing, except 27 stations, has been done by us on the Sandy-Woodburn job, the bridge and culvert work and stockpiling of rock are well along, and we expect to move our grading equipment to the project in the near future.

Yours very truly,

R A Heintz
R. A. Heintz

REFERRED TO H G Smith
Chief Engineer
Is this satisfactory

RECEIVED
JUL 14 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 9 1947
FOR FILING

Fi-128(4)

July 8, 1947

R. A. Heintz Construction Company
8101 N. E. Union Avenue
Portland 11, Oregon

Gentlemen:

I am advised that you are making very slow progress on the Johns-Glendale Junction Section and have started no grading on the Woodburn-Sandy Secondary Highway, both of which have a completion date of October 31, 1947.

The Highway Commission is of the opinion that there is no further reason for the leniency which was granted contractors during the time of readjustment with respect to time limits and that in the future it expects the contractors to complete their work within the time specified.

In view of these instructions I would appreciate it if you would make arrangements to augment your forces on the Eagle Creek-Sandy project and furnish us with a schedule of operations for both of these jobs.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: T. H. Banfield
A. W. Schaupp
Ben R. Chandler
H. G. Smith

RECEIVED
JUL 2 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

F T - 138 - W

2841

Salem, Oregon
July 1, 1947

SUBJECT:

To:

Mr. Hilbert Young
Resident Engineer
State Highway Department
Roseburg, Oregon

L

Dear Mr. Young:

I thank you very, very much for the prompt and complete report you made by telephone concerning the Moore property and the complaint made by Mr. Moore concerning the conduct of our contractor. Your report is complete and the promptness with which it was made is appreciated, and I want you to know that it is quite helpful.

Yours very truly,

J. M. DEVERS

JMD:avh
cc - E. A. Collier
R. H. Baldock ✓
H. G. Smith

RECEIVED
JUN 7 1947
ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON
FOR FILING

Fl-1[illegible] (4)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P.O. Box 3900
~~[illegible]~~
PORTLAND 8, OREGON

June 3, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-138(4)
Johns-Wolf Creek
Section Pacific Hwy.

Dear Sir:

Enclosed for your file is an executed copy of an agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By:
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
JUN 4 1947
OREGON
STATE HIGHWAY COMMISSION

Ton

WA8pr 7239

State Oregon

Project No. [illegible]

Federal Aid

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of May, 1947, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of November, 19[illegible], a project statement, which was approved on the 7th day of January, 19[illegible], for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 22nd day of July, 1946; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of seven hundred eighty-five thousand six hundred seventy and 00/100 dollars ($785,670.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 51, Laws 1920; Chap. 529, Laws 1939; (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 73+00 in the NE 1/4 Sec. 14, T-32-S, R-5-W, W.M. and survey station 213+50 in the SE 1/4, Sec. 22, T-33-S, R-6-W, W.M., without exception

, length 12.505 miles, in Douglas and Josephine County/ies being Oregon Federal Aid project No. FI-138(4), consisting of 12.427 miles of roadway and five bridges, ~~each~~ of more than 20 feet clear span, 0.076 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of Seven hundred eighty-five thousand six hundred seventy and 00/100 dollars ($785,670.00), which does not exceed the authorized Federal pro rata share of one million three hundred fifty-four thousand five hundred ninety-one and 79/100 dollars ($1,354,591.79), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 509, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______________________
Chairman, State Highway Commission
(Title of officer)

Attest
W H Schaupp
SECRETARY

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By ______________________
Member, State Highway Commission
(Title of officer)

By ______________________
(Title of officer)

By ______________________
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
JUN 2 19.7
OREGON DISTRICT

RECEIVED
JUN 3 1947
FOR FILING

FI-138 (4)

May 26, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 2 covering the furnishing and installing of 284 feet of concrete siphon pipe at station 165+50 on the Johns-Glendale Junction Section of the Pacific Highway in Douglas County, Contract No. 2844, in connection with Federal Aid Project No. FI-138 (14).

This work is necessary to care for irrigation ditch at this location.

Very truly yours,

R. H. Baldock
State Highway Engineer

EMP:lh
Encl.

RECEIVED
MAY 27 1947
FOR FILING

FI-138-14

May 24, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 2 covering the furnishing and installing of 204 feet of concrete siphon pipe at station 165+50 on the Johns-Glendale Junction Section of the Pacific Highway in Douglas County, Contract No. 2844, in connection with Federal Aid Project No. FI-138 (14).

This work is necessary for drainage at this location.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:lh

Encl.

RECEIVED
MAY 13 1947
FOR FILING

May 12, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-138(4)
Johns-Wolf Creek Sec.
Pacific Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based and plans including special provisions for the two roadway contracts involved. Approved plans and special provisions for the bridge contract were sent you November 19, 1946.

Very truly yours,

W. H. LYNCH
Division Engineer

By:
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
MAY 10 1947
FOR FILING

F-I-138(4)

May 8, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 4 covering the substitution of 58" x 36" Arch Type Corrugated Metal Pipe for 48" Corrugated Metal Pipe at Station 233+88 on the Johns-Glendale Junction Section of the Pacific Highway in Douglas County, Contract No. 2844, in connection with Federal Aid Project No. FI-138 (4).

This change of type of culvert is necessitated by the fact that the drainage get-away cannot be lowered sufficiently to accommodate the round type of culvert.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]
Encl.

RECEIVED
JUN 11 1947
FOR FILING

FI-138(4)

May 2, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Johns-Wolf Creek Section, Project No. FI-138 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

JHN:lh

Encl.

Oregon State Highway Department

Federal Aid Project
No. FI-138 (4)

JOHNS-WOLF CREEK SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 15, 1947

CONSTRUCTION

Johns-Glendale Junction Section, 40' Roadway (Sta. 73+00 to 440+55) (Contract No. 2[illegible]44)

90	acres	Clearing and Cleaning Up	$ 500.00	$ 45,000.00
33	acres	Grubbing	450.00	14,850.00
10	acres	Extra Clearing	500.00	5,000.00
5	acres	Extra Grubbing	450.00	2,250.00
1,370	cu. yds.	Structural Excavation, Unclassified	3.00	4,110.00
1,270	cu. yds.	Trench Excavation, Unclassified	2.00	2,540.00
116,500	cu. yds.	General Excavation, Location "A", Unclassified	0.24	27,960.00
189,000	cu. yds.	General Excavation, Location "B", Unclassified	0.28	52,920.00
896,300	yd. sta.	Short Overhaul	0.01	8,963.00
20,500	C-yd.sta.	Long Overhaul	0.30	6,150.00
4,600	lin. ft.	Rounding Cutbanks	0.15	690.00
6.89	miles	Finishing Roadbed and Slopes	350.00	2,411.50
1,760	lin. ft.	18" Concrete Pipe	3.65	6,424.00
650	lin. ft.	24" Concrete Pipe	4.50	2,925.00
1,170	lin. ft.	36" Concrete Pipe	10.50	12,285.00
520	lin. ft.	48" Corr. Metal Pipe, Protected Invert	11.00	5,720.00
110	lin. ft.	60" Corr. Metal Pipe, Protected Invert	21.00	2,310.00
100	cu. yds.	Class "A" Concrete	54.00	5,400.00
12,500	lbs.	Metal Reinforcement	0.10	1,250.00
113,500	cu. yds.	Selected Roadbed Topping	0.315	35,752.50
135,000	yd. mi.	Hauling Roadbed Topping	0.15	20,250.00
2,260	M-gal.	Sprinkling	1.75	3,955.00
				$269,116.00

Glendale Junction-Wolf Creek Section, 40' Roadway (Sta. 440+55 to 479)(Sta. 520 to 213+50)(Contract No. 2845)

52	acres	Clearing and Cleaning Up, Sta. 440+55 to 605		
60	acres	Clearing and Cleaning Up, Sta. 605 to 213+50	$ 700.00	$36,400.00
15	acres	Grubbing, Sta. 440+55 to 605	200.00	12,000.00
2	acres	Grubbing, Sta. 605 to 213+50	200.00	3,000.00
8	acres	Extra Clearing	200.00	400.00
2	acres	Extra Grubbing	600.00	4,800.00
150	sq. ft.	Felling Danger Trees	200.00	400.00
1,980	cu. yds.	Structural Excavation, Unclassified	1.00	150.00
350	cu. yds.	Trench Excavation, Unclassified	2.50	4,950.00
225,000	cu. yds.	General Excavation, Unclassified, Sta. 440+55 to 492	2.00	700.00
136,000	cu. yds.	General Excavation, Unclassified, Sta. 520 to 615	0.45	101,250.00
94,000	cu. yds.	General Excavation, Unclassified, Sta. 615 to 213+50	0.30	40,800.00
2,300,000	yd. sta.	Short Overhaul	0.35	32,900.00
82,900	C-yd. sta.	Long Overhaul	0.015	34,500.00
13,000	lin. ft.	Rounding Outbanks	0.50	41,450.00
4.59	miles	Finishing Roadbed and Slopes	0.10	1,300.00
3,050	lin. ft.	9" Perforated Corr. Metal Pipe	500.00	2,295.00
200	lin. ft.	48" Corr. Metal Pipe, Protected Invert	1.50	4,575.00
2,200	lin. ft.	18" Concrete Pipe	14.75	2,950.00
270	lin. ft.	24" Concrete Pipe	3.50	7,700.00
120	lin. ft.	36" Concrete Pipe	5.00	1,350.00
250	lin. ft.	24" Extra Strength Concrete Pipe	9.25	1,110.00
460	lin. ft.	36" Extra Strength Concrete Pipe	5.30	1,325.00
140	lin. ft.	Salvaging Culvert Pipe	10.00	4,600.00
600	cu. yds.	Rock or Gravel Backfill in Drains	1.00	140.00
382	cu. yds.	Class "A" Concrete	6.00	3,600.00
65,000	lbs.	Metal Reinforcement	40.00	15,280.00
0.4	M-FBM	Untreated Lumber in Dam	0.08	5,200.00
38	M-FBM	Lumber in Approach Road Trestles	150.00	60.00
45,000	cu. yds.	Selected Roadbed Topping	90.00	3,420.00
160,000	yd. miles	Hauling Roadbed Topping	0.50	22,500.00
1,700	M-gals.	Sprinkling	0.12	19,200.00
			3.00	5,100.00
				$415,405.00

Subtotal	$684,521.00
10% Engr. & Cont.	68,452.10
Total	$752,973.10

Length	11.480 miles
Cost per mile	$65,589.99

Glendale Junction-Wolf Creek Section, 49' Roadway (Sta. 470 to 520)(Contract No. 2845)

28	acres	Clearing and Cleaning Up, Sta. 440+55 to 605	$ 700.00	$ 19,600.00
9	acres	Grubbing, Sta. 440+55 to 605	200.00	1,800.00
6	acres	Extra Clearing	600.00	3,600.00
3	acres	Extra Grubbing	200.00	600.00
50	sq. ft.	Felling Danger Trees	1.00	50.00
600	cu. yds.	Structural Excavation, Unclassified	2.50	1,500.00
150	cu. yds.	Trench Excavation, Unclassified	2.00	300.00
140,000	cu. yds.	General Excavation, Unclassified, Sta. 440+55 to 492	0.45	63,000.00
515,000	cu. yds.	General Excavation, Unclassified, Sta. 492 to 520	0.58	298,700.00
500,000	yd. sta.	Short Overhaul	0.015	7,500.00
100	C-yd. sta.	Long Overhaul	0.50	50.00
7,000	lin. ft.	Rounding Cutbanks	0.10	700.00
0.95	mile	Finishing Roadbed and Slopes	500.00	475.00
750	lin. ft.	9" Perforated Corr. Metal Pipe	1.50	1,125.00
800	lin. ft.	18" Concrete Pipe	3.50	2,800.00
720	lin. ft.	24" Extra Strength Concrete Pipe	5.30	3,816.00
240	lin. ft.	36" Extra Strength Concrete Pipe	10.00	2,400.00
180	cu. yds.	Rock or Gravel Backfill	6.00	1,080.00
256	cu. yds.	Class "A" Concrete	40.00	10,240.00
47,000	lbs.	Metal Reinforcement	0.08	3,760.00
All Required		Detour Bridge at Sta. 470		16,000.00
All Required		Detour Bridge at Sta. 496		16,000.00
			Subtotal	$455,096.00
			10% Engr. & Cont.	45,509.60
			Total	$500,605.60

Length	0.947 mile
Cost per mile	$52,862.25

Cow Creek Bridge (Sta. 146+60 to 149+10)(Contract No. 2857)

				$ 1,600.00
All Required		Shoring, Cribbing, Etc. (80%)		2,400.00
480	cu. yds.	Structural Excavation	$ 5.00	
40	cu. yds.	Structural Excavation Below Elevations Shown	5.00	200.00
			50.00	30,000.00
600	cu. yds.	Class "A" Concrete	0.09	10,170.00
113,000	lbs.	Metal Reinforcement	9.00	4,680.00
520	lin. ft.	Metal Handrail		
				$ 49,050.00

Quines Creek Bridge (Sta. 155+75 to 156+55)(Contract No. 2857)

All Required		Shoring, Cribbing, Etc. (20%)		$ 400.00
120	cu. yds.	Structural Excavation	$ 5.00	600.00
10	cu. yds.	Structural Excavation Below Elevations Shown	5.00	50.00
200	cu. yds.	Class "A" Concrete	50.00	10,000.00
45,000	lbs.	Metal Reinforcement	0.09	4,050.00
180	lin. ft.	Metal Handrail	9.00	1,620.00
				$ 16,720.00

Johns-Glendale Junction Section, Structures (Sta. 370+69.4 to 370+90.6)(Sta. 369+64.4 to 369+85.6) (Contract No. 2844)

200	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 600.00
270	cu. yds.	Class "A" Concrete	54.00	14,580.00
43,500	lbs.	Metal Reinforcement	0.10	4,350.00
				$ 19,530.00

Glendale Junction-Wolf Creek Section, Structure (Sta. 700 to 700+32)(Contract No. 2845)

20	cu. yds.	Structural Excavation, Unclassified	$ 2.50	$ 50.00
132	cu. yds.	Class "A" Concrete	40.00	5,280.00
15,000	lbs.	Metal Reinforcement	0.08	1,200.00
				$ 6,530.00

Subtotal	$ 91,830.00
10% Engr. & Cont.	9,183.00
Total	$101,013.00

Length .076 mile

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
40' Roadway	$ 752,973.10	$436,728.00	$316,245.10
49' Roadway	500,605.60	290,354.00	210,251.60
Structures	101,013.00	58,588.00	42,425.00
	$1,354,591.70	$785,670.00	$568,921.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1949.

November 6, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate to accompany plans and specifications for the Cow Creek and Quines Creek Bridges, Project No. FI-138 (4).

Six bid proposals and one set of blue print plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:EM

Encl.

September 25, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing four copies of right of way statement for the Johns-Wolf Creek Section, Project No. FI-138 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

Oregon State Highway Department Federal Aid Project No. FI-138 (4)

JOHNS-WOLF CREEK SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 6, 1946

CONSTRUCTION

Johns-Glendale Junction Section, 40' Roadway (Sta. 73+00 to 440+55) (Contract No. 2844)

90	acres	Clearing and Cleaning Up	$ 500.00	$ 45,000.00
33	acres	Grubbing	450.00	14,850.00
10	acres	Extra Clearing	500.00	5,000.00
5	acres	Extra Grubbing	450.00	2,250.00
1,370	cu. yds.	Structural Excavation, Unclassified	3.00	4,110.00
1,270	cu. yds.	Trench Excavation, Unclassified	2.00	2,540.00
116,500	cu. yds.	General Excavation, Location "A", Unclassified	0.24	27,960.00
189,000	cu. yds.	General Excavation, Location "B", Unclassified	0.28	52,920.00
896,300	yd. sta.	Short Overhaul	0.01	8,963.00
20,500	C-yd. sta.	Long Overhaul	0.30	6,150.00
4,600	lin. ft.	Rounding Cutbanks	0.15	690.00
6.89	miles	Finishing Roadbed and Slopes	350.00	2,411.50
1,760	lin. ft.	18" Concrete Pipe	3.65	6,424.00
650	lin. ft.	24" Concrete Pipe	4.50	2,925.00
1,170	lin. ft.	36" Concrete Pipe	10.50	12,285.00
520	lin. ft.	48" Corr. Metal Pipe, Protected Invert	11.00	5,720.00
110	lin. ft.	60" Corr. Metal Pipe, Protected Invert	21.00	2,310.00
100	cu. yds.	Class "A" Concrete	54.00	5,400.00
12,500	lbs.	Metal Reinforcement	0.10	1,250.00
113,500	cu. yds.	Selected Roadbed Topping	0.315	35,752.50
135,000	yd. mi.	Hauling Roadbed Topping	0.15	20,250.00
2,260	M-gal.	Sprinkling	1.75	3,955.00
				$269,116.00

Glendale Junction-Wolf Creek Section, 40' Roadway
(Sta. 440+55 to 470) (Sta. 520 to 213+50) (Contract No. 2845)

52	acres	Clearing and Cleaning Up, Sta. 440+55 to 605	$ 700.00	$ 36,400.00
60	acres	Clearing and Cleaning Up, Sta. 605 to 213+50	200.00	12,000.00
15	acres	Grubbing, Sta. 440+55 to 605	200.00	3,000.00
2	acres	Grubbing, Sta. 605 to 213+50	200.00	400.00
8	acres	Extra Clearing	600.00	4,800.00
2	acres	Extra Grubbing	200.00	400.00
150	sq. ft.	Felling Danger Trees	1.00	150.00
1,980	cu. yds.	Structural Excavation, Unclassified	2.50	4,950.00
350	cu. yds.	Trench Excavation, Unclassified	2.00	700.00
225,000	cu. yds.	General Excavation, Unclassified, Sta. 440+55 to 492	0.45	101,250.00
136,000	cu. yds.	General Excavation, Unclassified, Sta. 520 to 615	0.30	40,800.00
94,000	cu. yds.	General Excavation, Unclassified, Sta. 615 to 213+50	0.35	32,900.00
2,300,000	yd. sta.	Short Overhaul	0.015	34,500.00
82,900	C-yd.sta.	Long Overhaul	0.50	41,450.00
13,000	lin. ft.	Rounding Cutbanks	0.10	1,300.00
4.59	miles	Finishing Roadbed and Slopes	500.00	2,295.00
3,050	lin. ft.	9" Perforated Corr. Metal Pipe	1.50	4,575.00
200	lin. ft.	48" Corr. Metal Pipe, Protected Invert	14.75	2,950.00
2,200	lin. ft.	18" Concrete Pipe	3.50	7,700.00
270	lin. ft.	24" Concrete Pipe	5.00	1,350.00
120	lin. ft.	36" Concrete Pipe	9.25	1,110.00
250	lin. ft.	24" Extra Strength Concrete Pipe	5.30	1,325.00
460	lin. ft.	36" Extra Strength Concrete Pipe	10.00	4,600.00
140	lin. ft.	Salvaging Culvert Pipe	1.00	140.00
600	cu. yds.	Rock or Gravel Backfill in Drains	6.00	3,600.00
382	cu. yds.	Class "A" Concrete	40.00	15,280.00
65,000	lbs.	Metal Reinforcement	0.08	5,200.00
0.4	M-FBM	Untreated Lumber in Dam	150.00	60.00
38	M-FBM	Lumber in Approach Road Trestles	90.00	3,420.00
45,000	cu. yds.	Selected Roadbed Topping	0.50	22,500.00
160,000	yd. mi.	Hauling Roadbed Topping	0.12	19,200.00
1,700	M-gals.	Sprinkling	3.00	5,100.00
				$415,405.00
			Subtotal	$684,521.00
			10% Engr. & Cont.	68,452.10
			Total	$752,973.10

Length 11.480 miles

Cost per mile $65,589.99

Glendale Junction-Wolf Creek Section, 49' Roadway (Sta. 470 to 520) (Contract No. 2[illegible]45)

28	acres	Clearing and Cleaning Up, Sta. 440+55 to 605	$ 700.00	$ 19,600.00
9	acres	Grubbing, Sta. 440+55 to 605	200.00	1,800.00
6	acres	Extra Clearing	600.00	3,600.00
3	acres	Extra Grubbing	200.00	600.00
50	sq. ft.	Felling Danger Trees	1.00	50.00
600	cu. yds.	Structural Excavation, Unclassified	2.50	1,500.00
150	cu. yds.	Trench Excavation, Unclassified	2.00	300.00
140,000	cu. yds.	General Excavation, Unclassified, Sta. 440+55 to 492	0.45	63,000.00
515,000	cu. yds.	General Excavation, Unclassified, Sta. 492 to 520	0.58	298,700.00
500,000	yd. sta.	Short Overhaul	0.015	7,500.00
100	C-yd.sta.	Long Overhaul	0.50	50.00
7,000	lin. ft.	Rounding Cutbanks	0.10	700.00
0.95	mile	Finishing Roadbed and Slopes	500.00	475.00
750	lin. ft.	9" Perforated Corr. Metal Pipe	1.50	1,125.00
800	lin. ft.	18" Concrete Pipe	3.50	2,800.00
720	lin. ft.	24" Extra Strength Concrete Pipe	5.30	3,816.00
240	lin. ft.	36" Extra Strength Concrete Pipe	10.00	2,400.00
180	cu. yds.	Rock or Gravel Backfill	6.00	1,080.00
256	cu. yds.	Class "A" Concrete	40.00	10,240.00
47,000	lbs.	Metal Reinforcement	0.08	3,760.00
All Required		Detour Bridge at Sta. 470		16,000.00
All Required		Detour Bridge at Sta. 496		16,000.00
			Subtotal	$455,096.00
			10% Engr. & Cont.	45,509.60
			Total	$500,605.60
		Length	0.947 mile	
		Cost per mile	$52,862.25	

Cow Creek Bridge (Sta. 146+60 to 149+10)

All Required		Shoring, Cribbing, Etc. (80%)		$ 2,240.00
480	cu. yds.	Structural Excavation	$ 7.00	3,360.00
40	cu. yds.	Structural Excavation Below Elevations Shown	14.00	560.00
600	cu. yds.	Class "A" Concrete	48.00	28,800.00
113,000	lbs.	Metal Reinforcement	0.08	9,040.00
520	lin. ft.	Metal Handrail	10.00	5,200.00
				$ 49,200.00

Quines Creek Bridge (Sta. 155+75 to 156+55)

All Required		Shoring, Cribbing, Etc. (20%)		$ 560.00
120	cu. yds.	Structural Excavation	$ 7.00	840.00
10	cu. yds.	Structural Excavation Below Elevations Shown	14.00	140.00
200	cu. yds.	Class "A" Concrete	48.00	9,600.00
45,000	lbs.	Metal Reinforcement	0.08	3,600.00
180	lin. ft.	Metal Handrail	10.00	1,800.00
				$ 16,540.00

Johns-Glendale Junction Section, Structures
(Sta. 330+69.4 to 330+90.6) (Sta. 369+64.4 to 369+85.6)
(Contract No. 2344)

200	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 600.00
270	cu. yds.	Class "A" Concrete	54.00	14,580.00
43,500	lbs.	Metal Reinforcement	0.10	4,350.00
				$ 19,530.00

Glendale Junction-Wolf Creek Section, Structure

20	cu. yds.	Structural Excavation, Unclassified	$ 2.50	$ 50.00
132	cu. yds.	Class "A" Concrete	40.00	5,280.00
15,000	lbs.	Metal Reinforcement	0.08	1,200.00
				$ 6,530.00

Subtotal	$ 91,800.00
10% Engr. & Cont.	9,180.00
Total	$100,980.00

Length .076 mile

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
40' Roadway	$ 752,973.10	$405,793.00	$347,180.10
49' Roadway	500,605.60	269,787.00	230,818.60
Structures	100,980.00	54,420.00	46,560.00
	$1,354,558.70	$730,000.00	$624,558.70

July 25, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, six copies of special provision page number 5 and six blue line prints of plan sheets numbers 17 and 18 for the Glendale Junction-Wolf Creek Section, Project No. FI-138 (4).

These papers have been revised with regard to the clearing required in connection with the relocation of telephone and telegraph lines between Stations 491 and 526.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWB:GS

July 16, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Johns-Wolf Creek Section, Project No. FI-138 (4).

One set of blueprint plans and six bid proposals for each of the two units are being sent under separate cover.

The country traversed by this project is mountainous and wooded. The natural pleasing appearance of the roadside cannot be improved upon by plantings of trees and shrubs. Natural grasses grow well and will spread rapidly over the roadbed slopes in most instances to provide desired slope cover. If artificial seeding is necessary to augment the natural grasses, this will be performed at such later time as the needs become evident.

Five bridges are required on this project for which no mention was made in the program description. Three are included in the present work, these being multiple span culverts of sufficient length to classify as bridges. Two longer span structures will be let under separate contract.

It is our request that inclusion of these structures be approved as a minor change and the program description be revised accordingly.

No increase in Federal funds is requested at this time. If, however, sufficient savings develop from other projects in the program and the total cost of this project based on low bid prices exceeds the present program amount, a supplemental request may be made at a later time for additional Federal cooperation on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS
Encl.

Oregon State Highway Department   Federal Aid Project No. FI-13(4)

JOHNS-WOLF CREEK SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 15, 1946

All Required	Lands, Rights of Way, Easements, Etc.		$ 60,000.00

CONSTRUCTION

Johns-Glendale Junction Section, 40' Roadway (Sta. 73+00 to 440+55)

90	acres	Clearing and Cleaning Up	$300.00	$ 27,000.00
33	acres	Grubbing	300.00	9,900.00
10	acres	Extra Clearing	300.00	3,000.00
5	acres	Extra Grubbing	300.00	1,500.00
1,370	cu. yds.	Structural Excavation, Unclassified	2.00	2,740.00
1,270	cu. yds.	Trench Excavation, Unclassified	2.00	2,540.00
116,500	cu. yds.	General Excavation, Location "A", Unclassified	0.28	32,620.00
189,000	cu. yds.	General Excavation, Location "B", Unclassified	0.50	94,500.00
896,300	yd. sta.	Short Overhaul	0.015	13,444.50
20,500	C-yd.sta.	Long Overhaul	0.40	8,200.00
4,600	lin. ft.	Rounding Cutbanks	0.12	552.00
6.89	miles	Finishing Roadbed and Slopes	500.00	3,445.00
1,760	lin. ft.	18" Concrete Pipe	3.00	5,280.00
650	lin. ft.	24" Concrete Pipe	4.00	2,600.00
1,170	lin. ft.	36" Concrete Pipe	7.50	8,775.00
520	lin. ft.	48" Corr. Metal Pipe, Protected Invert	12.00	6,240.00
110	lin. ft.	60" Corr. Metal Pipe, Protected Invert	18.00	1,980.00
100	cu. yds.	Class "A" Concrete	45.00	4,500.00
12,500	lbs.	Metal Reinforcement	0.08	1,000.00
113,500	cu. yds.	Selected Roadbed Topping	0.45	51,075.00
135,000	yd. mi.	Hauling Roadbed Topping	0.13	17,550.00
2,260	M-gals.	Sprinkling	2.00	4,520.00
				$302,961.50

Glendale Junction-Wolf Creek Section, 40' Roadway
(Sta. 440+55 to 470) (Sta. 520 to 213+50)

52	acres	Clearing and Cleaning Up, Sta. 440+55 to 605	$ 300.00	$ 15,600.00
60	acres	Clearing and Cleaning Up, Sta. 605 to 213+50	150.00	9,000.00
15	acres	Grubbing, Sta. 440+55 to 605	300.00	4,500.00
2	acres	Grubbing, Sta. 605 to 213+50	150.00	300.00
8	acres	Extra Clearing	350.00	2,800.00
2	acres	Extra Grubbing	350.00	700.00
150	sq. ft.	Felling Danger Trees	2.00	300.00
1,980	cu. yds.	Structural Excavation, Unclassified	2.00	3,960.00
350	cu. yds.	Trench Excavation, Unclassified	2.00	700.00
225,000	cu. yds.	General Excavation, Unclassified, Sta. 440+55 to 492	0.40	90,000.00
136,000	cu. yds.	General Excavation, Unclassified, Sta. 520 to 615	0.30	40,800.00
94,000	cu. yds.	General Excavation, Unclassified, Sta. 615 to 213+50	0.30	28,200.00
2,300,000	yd. sta.	Short Overhaul	0.015	34,500.00
82,900	C-yd.sta.	Long Overhaul	0.40	33,160.00
13,000	lin. ft.	Rounding Cutbanks	0.12	1,560.00
4.59	miles	Finishing Roadbed and Slopes	500.00	2,295.00
3,050	lin. ft.	9" Perforated Corr. Metal Pipe	2.00	6,100.00
200	lin. ft.	48" Corr. Metal Pipe, Protected Invert	12.00	2,400.00
2,200	lin. ft.	18" Concrete Pipe	3.00	6,600.00
270	lin. ft.	24" Concrete Pipe	4.50	1,215.00
120	lin. ft.	36" Concrete Pipe	7.50	900.00
250	lin. ft.	24" Extra Strength Concrete Pipe	5.00	1,250.00
460	lin. ft.	36" Extra Strength Concrete Pipe	8.00	3,680.00
140	lin. ft.	Salvaging Culvert Pipe	1.50	210.00
600	cu. yds.	Rock or Gravel Backfill in Drains	3.00	1,800.00
382	cu. yds.	Class "A" Concrete	45.00	17,190.00
65,000	lbs.	Metal Reinforcement	0.08	5,200.00
0.4	M-FBM	Untreated Lumber in Dam	150.00	60.00
38	M-FBM	Lumber in Approach Road Trestles	150.00	5,700.00
45,000	cu. yds.	Selected Roadbed Topping	0.45	20,250.00
160,000	yd. mi.	Hauling Roadbed Topping	0.13	20,800.00
1,700	M-gals.	Sprinkling	2.00	3,400.00
				$365,130.00

Subtotal	$668,091.50
10% Engr. & Cont.	66,809.15
Total	$734,900.65

Length	11.499 miles
Cost per mile	$63,909.96

Glendale Junction-Wolf Creek Section, 40' Roadway
(Sta. 470 to 520)

28	acres	Clearing and Cleaning Up, Sta. 440+55 to 605	$ 300.00	$ 8,400.00
9	acres	Grubbing, Sta. 440+55 to 605	300.00	2,700.00
6	acres	Extra Clearing	350.00	2,100.00
3	acres	Extra Grubbing	350.00	1,050.00
50	sq. ft.	Felling Danger Trees	2.00	100.00
600	cu. yds.	Structural Excavation, Unclassified	2.00	1,200.00
150	cu. yds.	Trench Excavation, Unclassified	2.00	300.00
140,000	cu. yds.	General Excavation, Unclassified, Sta. 440+55 to 492	0.40	56,000.00
515,000	cu. yds.	General Excavation, Unclassified, Sta. 492 to 520	0.65	334,750.00
500,000	yd. sta.	Short Overhaul	0.015	7,500.00
100	C-yd.sta.	Long Overhaul	0.40	40.00
7,000	lin. ft.	Rounding Cutbanks	0.12	840.00
0.95	mile	Finishing Roadbed and Slopes	500.00	475.00
750	lin. ft.	9" Perforated Corr. Metal Pipe	2.00	1,500.00
800	lin. ft.	18" Concrete Pipe	3.00	2,400.00
720	lin. ft.	24" Extra Strength Concrete Pipe	5.00	3,600.00
240	lin. ft.	36" Extra Strength Concrete Pipe	8.00	1,920.00
180	cu. yds.	Rock or Gravel Backfill	3.00	540.00
256	cu. yds.	Class "A" Concrete	45.00	11,520.00
47,000	lbs.	Metal Reinforcement	0.08	3,760.00
All Required		Detour Bridge at Sta. 470		10,000.00
All Required		Detour Bridge at Sta. 496		10,000.00
			Subtotal	$460,695.00
			10% Engr. & Cont.	46,069.50
			Total	$506,764.50

Length 0.947 mile
Cost per mile $535,126.18

Johns-Glendale Junction Section, Structures
(Sta. 330+69.4 to 330+90.6)(Sta. [illegible] to 369+85.6)

200	cu. yds.	Structural Excavation, Unclassified	$ 2.00	$ 400.00
270	cu. yds.	Class "A" Concrete	45.00	12,150.00
43,500	lbs.	Metal Reinforcement	0.08	3,480.00
				$ 16,030.00

Glendale Junction-Wolf Creek Section, Structures
(Sta. 700 to 700+72)

20	cu. yds.	Structural Excavation, Unclassified	$ 2.00	$ 40.00
132	cu. yds.	Class "A" Concrete	45.00	5,940.00
15,000	lbs.	Metal Reinforcement	0.08	1,200.00
				$ 7,180.00

Subtotal	$ 23,210.00
10% Engr. & Cont.	2,321.00
Total	$ 25,531.00

Length .014 mile

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Lands, Rights of Way, Etc.	$ 60,000.00	$ 28,000.00	$ 32,000.00
40' Roadway	734,900.45	407,119.00	327,781.45
49' Roadway	506,764.50	280,737.00	226,027.50
Structures	25,531.00	14,144.00	11,387.00
	$1,327,195.95	$730,000.00	$597,195.95

JOHNS-WOLF CREEK SECTION

PROJECT NO. FI-138 (A)

While negotiations for rights of way are in progress, fifty parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within twenty days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 15, 1946

JOHNS-WOLF CREEK SECTION

PROJECT NO. FI-138 (4)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

September 24, 1946

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

July 22, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project FI-138(4), the Johns - Wolf Creek Section of the Pacific Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld until the right to enter all unacquired rights-of-way has been secured.

Our check of the project length indicates it to be 12.441 miles instead of 12.460 miles, the total of mileages on your July 15 estimate. We have accordingly changed the mileage tabulation on the 40' roadway portion of the estimate to the following:

Length	11.480 Miles
Cost per Mile	$64,015.74

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

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JUL 2 4 1946
OREGON
STATE HIGHWAY COMMISSION

xxxxxxxxxxxx
Division 8

July 22, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project FI-138(4), the Johns - Wolf Creek Section of the Pacific Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld until the right to enter all unacquired rights-of-way has been secured.

Our check of the project length indicates it to be 12.441 miles instead of 12.460 miles, the total of mileages on your July 15 estimate. We have accordingly changed the mileage tabulation on the 40' roadway portion of the estimate to the following:

Length	11.480 Miles
Cost per Mile	$64,625.74

Very truly yours,

T. M. DAVIS
District Engineer.

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STATE HIGHWAY COMMISSION

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JAN 15 1947
FOR FILING

FI. 138 (4)

2k-4

December 17, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 1 covering the substitution of 72-inch corrugated metal pipe for 60-inch corrugated metal pipe at station 89+30 and for 36-inch concrete pipe at station 203+60 on the Johns-Glendale Junction Section of the Pacific Highway in Douglas County, Contract No. 2844, in connection with Federal Aid Project No. FI-138 (4).

This work is necessary to improve the drainage at these stations and to eliminate the hazard of cattle crossing the highway.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

[illegible]

Encl.

RECEIVED
DEC 14 1946
FOR FILING

FI-132-4
#2844

December 10, 1946

Mr. R. A. Heintz
Heintz Construction Company
6101 N. E. Union Avenue
Portland 11, Oregon

Dear Mr. Heintz:

In answer to your letter of December 5, concerning your complaint that you had been refused permission to enter the Johnson property on the Johns-Glendale Junction Section of the Pacific Highway, advise that I am informed by Mr. Johnson that you were ordered from the property because you tore down the fences without making any provision for gates. Such action could not be tolerated because the owner's stock would all escape from the pastures. Therefore, any losses you suffered are chargeable to your own act.

Until the right of way is fenced, you must be careful that your men stay on the right of way and do not trespass on property adjacent to the right of way. It will also be necessary to place gates in the fences and to keep the gatesclosed so that the stock cannot escape.

Condemnation proceedings have been filed and the right of way is the property of the State, as it was at the time you mention.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc: J. M. Devers
H. G. Smith
K. D. Lytle

R. A. HEINTZ . . . CONSTRUCTION
PHONE TRINITY 1172
8101 N. E. UNION AVENUE
PORTLAND 11, OREGON

December 5, 1946

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Mr. Baldock:

On September 24th, this Company was awarded State Highway Contract No. 2844, the Johns-Glendale section of the Pacific Highway. We moved equipment to the project during the first part of October, 1946 and commenced clearing operations on the north end of the job.

When our clearing crew reached the 'Johnson' property they were met by the owner, armed with a shotgun, and stopped. This required our hiring a truck to move the equipment to the south part of the works, where we have met the same sort of situation.

This moving, delays and the time lost by our equipment because of lack of proper right-of-way, has resulted in considerable expense and inconvenience to us. Since we have no control over the matter of right-of-ways, and the delays are in no way our fault, we will expect to be paid for the losses suffered in this manner.

Hoping that this matter can be satisfactorily straightened out in the near future, I am

Yours very truly,

R A Heintz
R. A. Heintz

CC - K. D. Lytle

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DEC 6 1946
OREGON
STATE HIGHWAY COMMISSION

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NOV 27 1946
FOR FILING

FI-138(4)

#4447

November 26, 1946

Mr. R. A. Heintz
8101 N. E. Union Avenue
Portland 11, Oregon

Dear Sir:

In reply to your letter of November 19, pertaining to the subcontracting of certain items on Contract No. 2044, Johns-Glendale Section of the Pacific Highway, we wish to advise that this subcontract has been approved.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: K. B. Lytle
George G. Baker
H. G. Smith

SUB-CONTRACT

Between R. A. Heintz - Construction and Lockyear & White,
Incorporated under Oregon State Highway Contract
Number 2844 - Johns-Glendale.

This agreement, dated October 1, 1946, by and between R. A. Heintz - Construction as First Party, and Lockyear & White, Inc., as Second Party

WITNESSETH:-

Under date of September 24, 1946, First Party entered into a contract with the State Highway Commission of the State of Oregon for the performance, under State Highway Contract No. 2844, of the following work:

Grading and Topping on the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County.

First Party wishes to sublet to Second Party and the latter wishes to undertake the performance of said work to the extent hereinafter indicated, and subject to the terms and provisions to said principal contract.

For the purpose of subletting to Second Party the portions of said work below more particularly described and to fully express each and all of the agreements of the parties hereto with respect to said subletting, it is accordingly agreed as follows:

1. First Party hereby agrees to and does sublet to Second Party the performance of the following items of work and the supplying of materials, all as more particularly itemized in said principal contract, with specification of the estimated amounts and at unit prices as follows:

Item		Quantity	Unit Price	Amount
18" Concrete Pipe	L.F.	2000	3.65	$7300.00
24" Concrete Pipe	"	700	4.50	3150.00
36" Concrete Pipe	"	1300	10.50	13650.00
24" Concrete Siphon	"	110	4.50	495.00
Concrete Class "A"	CuYd	370	54.00	19980.00
Concrete End Basins	Each	12	65.00	780.00
Reinforcing Steel	Lb.	56000	.10	5600.00
Structural Excavation Below Flow Line	CuYd	45	5.00	225.00

Continued

Item	Quantity	Unit Price	Amount
Structural Excavation -For Pipe CuYd	1500	3.00	4500.00
	Total		$55680.00
	Less Lump Sum Reduction		2000.00
			$53680.00

but all upon the following terms and conditions:

(a) Second Party shall at his expense furnish all materials, tools, supplies, machinery and equipment, as well as all labor necessary to complete the work and the installation of the material within the time and in the manner required by the Principal contract.

(b) Second Party shall prosecute his work in a sequence acceptable to first party and at such rate of progress as will insure the completion of the entire work called for by the principal contract within the time stipulated in said principal contract. Should Second Party fail or refuse to prosecute the work or any separable portion thereof with such diligence as will, in the judgment of the First Party, insure its completion within the time specified in the principal contract or any extensions of time thereunder, First Party may by written notice delivered to Second Party or sent to him by registered mail at his address as herein given, terminate Second Party's right to proceed with the work or such of it as to which there has been such delay.

In such event First Party may take over the work and prosecute the same to completion by contract or otherwise and Second Party and his surety shall be liable to First Party for any excess cost so incurred. If Second Party's right to proceed be so terminated, First Party may take possession of and utilise in completing the work such materials, appliances and plant as may be on the site of the work and necessary therefor. The remedy hereby given shall, however, not be deemed exclusive.

The right of Second Party to proceed, however, shall not be terminated because of any delays in the completion of the work due to unforeseeable causes beyond the control and without the fault of negligence of Second Party, including but not restricted to Acts of God, acts of the Government, fires, floods, epidemics, strikes, freight embargoes and unusually severe weather, provided Second Party within 5 days from the beginning of such delays notifies First Party in writing of the cause of such delay, in order that proper application may be made by First Party for an extension of time for the performance of said work and if an extension of time be granted on that account to First Party.

Second Party shall hold First Party harmless and free from liability and undemnify it with respect to any penalty which may be imposed upon First Party under Principal Contract for delay or failure to property and promptly complete the work or to furnish the material hereby siblet.

(c, All licenses and permits and all engineering necessary in connection with this particular work are to be procured by and at the expense of the Second Party.

(d, Liability insurance for the protection of First Party and of Second Party against claims for personal injury and property damage of the public with respect to all Second Party's operations hereunder, including the operation of automobiles, shall be procured and maintained in effect in companies, amounts and with policies in form acceptable to First Party, but at the sole expense of Second Party. The latter shall, moreover, as to all of its employees, comply with and require all its employees to accept the terms of the Workmen's Compensation Act of the State of Oregon.

(e, Second Party shall, at his own expense, comply with all pertinent Social Security Acts, State and Federal, including Old Age and unemployment legislation with respect to all persons employed by him in the performance of said work.

(f, Second Party acknowledges that he has read and is acquainted with and is to comply with all the terms of the principal contract including all labor provisions.

(g, Second Party shall with respect to the work to be done by him, comply with all safety regulations, including the erection and maintenance of all necessary barricades, lights and signals and shall hold First Party free from liability for and indemnify it with respect to all damage caused by Second Party to structures, railroads, pavements and sub-surface installations resulting from the operations of Second Party.

(h) The work under this contract shall be so conducted as to offer a minimum of interference with other operations to be donducted by or under First Party, and no claims for delay shall be interposed by Second Party on account of alleged interferance with the prosecution of his work, occasioned or claimed to have been occasioned by other subcontractors.

(i) Second Party shall at his own expense furnish a completion bond hereunder similar to and in the same proportionate amount as that to be given by First Party to the State of Oregon under the principal contract.

(j) Payments shall be made by First Party to Second Party at the unit prices hereinabove indicated and on the basis of total costs as indicated, based upon the progress estimates from time to time furnished by the State of Oregon, and ratably as such progress payments are received by First Party from the State of Oregon and within five days after such receipt by First Party.

Aggregate cost prices as hereinabove specified are understood to be approximate only and final settlement is to be based upon actual costs as certified by the State of Oregon and used as a basis of final settlement between it and first party.

In witness whereof, First Party and Second Party have, and do hereby execute this instrument by affixing the signatures of the proper and authorized persons thereof.

R. A. HEINTZ - CONSTRUCTION

By R A Heintz
First Party

LOCKYEAR & WHITE, INC.
4136 40th S.W., Seattle, Wash.

By Ralph Lockyear Pres.
Second Party

RECORD ASSIGNMENT

DESCRIPTION: Letter R. A. Heintz (Cont. No. 2844) re subcontract to Lockyear & White

DATE: 11-22-46

ASSIGNED TO: M. G. Smith

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
x (Please prepare reply for my signature

REPORT RECEIVED: Nov. 26-46 B.B.

REMARKS:

R. A. HEINTZ . . . CONSTRUCTION

PHONE TRINITY 1172
8101 N. E. UNION AVENUE
PORTLAND 11, OREGON

November 19, 1946

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

This company has commenced operations in the grading and topping work on Contract No. 2844 - Johns-Glendale Junction Section of the Pacific Highway.

We desire to sub-contract section portions of this work to the firm of Lockyear & White, 4136 40th S.W., Seattle, Washington and we are submitting herewith, 3 copies of our sub-contract agreement with them.

Lockyear & White have recently completed subcontract work on our job at Chiloquin, Oregon and have shown themselves to be very efficient in their work.

Thanking you for your consideration in this matter, I am

Yours very truly,

R A Heintz
R. A. Heintz

H G Smith
~~[illegible]~~
[illegible]
prop[illegible] [illegible]

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NOV 20 1946
OREGON
STATE HIGHWAY COMMISSION

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MAY 13 1947
FOR FILING

FI-138(4)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

November 12, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Herewith for your information and record is copy of Form PR-9 indicating approval of minor change of your 1947 Federal Aid Program in the case of Item 13, project FI-138(4), Azalea-Wolf Creek.

The form, prepared in this office, covers primarily the addition of 3 multiple box culverts and the Cow and Quines Creek bridges to the original scope of work proposed for Item 13. Right of way funds were also eliminated and total project cost and length adjusted to coincide with your latest estimate. Federal funds required were, however, allowed to remain the same as in the original item.

Very truly yours,

T. M. DAVIS
District Engineer

HA Stoddart
By H. A. STODDART
Senior Highway Engineer

Encl:

Fern

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NOV [illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

November 7, 1946
(Date)

The following minor [redacted] program change of the individual project is requested:

Oregon
(State)

1947 F.Y. Federal Aid Highway Program
(Previous Program)

June 13, 1946
(Date of Approval)

COUNTY Douglas & Josephine

FA c[redacted] Route No. 3

	Item No.	Project No.	Termini	Class of Work	Project Cost: Total Cost	Project Cost: Federal Funds	Project Cost: State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	13	FI-138(4)	Azalea to Wolf Creek	Survey-Plans					
				Right-of-Way	60,000	29,000	31,000		
				Construction	1,250,000	725,000	525,000	12.78	Gr.,Dr.
				Total	1,310,000	754,000	556,000	12.78	
Requested Revision	13	FI-138(4)	Azalea to Wolf Creek	Survey-Plans					
				Right-of-Way					
				Construction	1,354,600	754,000	600,600	12.585	Gr., Dr. and 5 Bridges
				Total	1,354,600	754,000	600,600	12.585	

Program Balance subsequent to approval of this and previously recommended change is: $ [redacted] 52,567.38

Reason for Change: No change in Federal-aid. Small reduction in length due to more accurate measurement. [illegible] structures inadvertently omitted from program. Addition of 3 multiple span culverts previously approved as minor change. All work now under contract except 2 major R.C. bridges, 1-250' and 1-80' in length. P.S.&E. for these bridges now in District office. [redacted] R/W not to be claimed.

Recommended for approval T. R. DAVIS 11/7/46 [redacted] W. G. Lynch November 8, 1946

District Engineer (date) Approved Division Engineer (date)

[redacted]

[redacted] [redacted]

P-3868

RECEIVED
OCT 19 1946
FOR FILING

F1-138 (4)

October 18, 1946

R. A. Heintz Construction
8101 N.E. Union Avenue
Portland
Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2844 which was awarded to you on September 24, 1946 by the State Highway Commission, covering grading and topping on the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

RECEIVED
OCT 1 1946
FOR FILING

FI-138-4

#2844

September 25, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing four copies of right of way statement for the Johns-Wolf Creek Section, Project No. FI-138 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

Copy filed with contract # 2845

MONTANA
OREGON
WASHI

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~[illegible]~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
DEC 3 1946
FOR FILING

FI-138(4)

September 24, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Upon advice that right-of-entry has been obtained with respect to rights-of-way not acquired, we hereby confirm our verbal concurrence today in the award of contract for Federal Aid Project No. FI-138(4), the Johns-Glendale Junction Section of the Pacific Highway, to R. A. Heintz, Portland, Oregon, who submitted the low bid at the bid opening held August 6, 1946.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
SEP 25 1946
OREGON
STATE HIGHWAY COMMISSION

Jla

RECEIVED
SEP 10 1946
FOR FILING

FI-138(4)

Salem, Oregon
Sep. 10, 1946

Mr. R. H. Baldock

Building

Dear Mr. Baldock:

Herewith we hand you a fully executed copy of agreement allowing the State Highway Commission ninety additional days in which to award the contract on a portion of the Johns-Glendale Junction Section of the Pacific Highway to R. A. Heintz-Construction.

We have retained the original copy of this agreement for the Commission's records and files, mailed one copy to R.A.Heintz-Construction and one to the surety.

Very truly yours

Secretary

gl
encl. 1

RECEIVED
SEP 10 1946
FOR FILING

FI-138(4)

Sep. 10, 1946

Mansfield & Co., Agents
General Casualty Company,
Lewis Building
Portland 4, Oregon

Gentlemen:

We enclose herewith a fully executed copy of agreement allowing the State Highway Commission ninety additional days in which to award the contract on a portion of the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County, to R. A. Heintz-Construction.

We are sending you this copy of the agreement inasmuch as you are surety for the bond given in support of the bid by R. A. Heintz-Construction on the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl
encl. 1

ASSOCIATE
MEMBER
PORTLAND & SEATTLE
CHAPTERS

MANSFIELD & CO.

SURETY BONDS — GENERAL INSURANCE
LEWIS BUILDING
PORTLAND, OREGON

CHAS. A. MANSFIELD
OFFICE PHONE ATWATER 0191
RES. PHONE BEACON 2900
L. W. NEFF
RES. PHONE GARFIELD 8278

August 20, 1946

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We are enclosing agreement signed by R. A. Heintz-Construction, as contractor, and the General Casualty Company of America, as Surety. This agreement provides for the granting of additional time for the State to consider the bid of the contractor on a portion of the Johns-Glendale Junction Section of the Pacific Highway in Douglas County, Oregon.

Yours very truly

Lillian Strong

MANSFIELD & CO.

N
Enc.

[illegible]
[illegible]
send 1 to [illegible]
send 1 to [illegible]
[illegible]

RECEIVED
AUG 21 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 16 1946
FOR FILING

FI-138-4

September 9, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Having received satisfactory bids for proposed grading of the Johns-Glendale Junction and Glendale Junction-Wolf Creek Sections of the Pacific Highway (Project FI-138-4), and believing that construction of the projects under conditions now obtaining is warranted, we are writing to request that you give consideration to the essentiality features of the project so that you will be in position to act promptly when your concurrence in the awards of contracts is requested.

The importance of the Pacific Highway as an important State, Federal Aid and Interstate Highway, and the need of reconstruction of the Section between Roseburg and Grants Pass, are so definitely recognized that further discussion of the essentiality of the project from these angles is unnecessary. In explanation of the need for immediate contracting, we wish to point out that considerable clearing work is involved which must be done during fall and winter months to permit burning of the debris and to enable commencement of the grading operations sufficiently early to make completion of the project in 1947 possible.

The fact that performance of the work has already been delayed several years by the war and that increasing traffic is making the existing road more and more inadequate and hazardous as the days go by, make it very necessary that further delay be avoided.

The project, being a grading project, requires neither any considerable quantities of materials or labor that make it competitive with the building of homes for veterans. The bids received are reasonable and indicate no tendency toward inflation.

Very truly yours,

R. H. Baldock
State Highway Engineer

EHP:JF

RECEIVED
AUG 8 1946
FOR FILING

FI-138-4

2344

July 29, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies of revised estimate, based on 1940 unit prices, for the Johns-Glendale Junction, Project No. FI-138 (4). The estimate for this project, submitted previously, was based on total contract quantities and did not exclude the nonparticipating State project.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
FOR FILING

FI-138-4

7K44

July 16, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Johns-Wolf Creek Section, Project No. FI-138 (4).

One set of blueprint plans and six bid proposals for each of the two units are being sent under separate cover.

The country traversed by this project is mountainous and wooded. The natural pleasing appearance of the roadside cannot be improved upon by plantings of trees and shrubs. Natural grasses grow well and will spread rapidly over the roadbed slopes in most instances to provide desired slope cover. If artificial seeding is necessary to augment the natural grasses, this will be performed at such later time as the needs become evident.

Five bridges are required on this project for which no mention was made in the program description. Three are included in the present work, these being multiple span culverts of sufficient length to classify as bridges. Two longer span structures will be let under separate contract.

It is our request that inclusion of these structures be approved as a minor change and the program description be revised accordingly.

No increase in Federal funds is requested at this time. If, however, sufficient savings develop from other projects in the program and the total cost of this project based on low bid prices exceeds the present program amount, a supplemental request may be made at a later time for additional Federal cooperation on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

FI-138(4) Glendale Jct.-Wolf Cr. Sec., 1946
Pacific Hwy.
#2845

ILING

ract #2845

fix 10-1120-201(46).

NOTED
State Highway Engineer

May 11, 1949

COST ANALYSIS FINAL REPORT
Glendale Junction-Wolf Creek
Grading & Topping

Contractor - McNutt Brothers
Resident Engineer - Glen Roberts

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Cleanup Sta. 440+50 to 605	79.11	Acre	$700.00	$446.97	$35,359.80	$55,377.00
Clearing & Cleanup Sta. 605 to 213+50	56.22	"	200.00	112.15	6,304.16	11,244.00
Grubbing Sta. 440+55 to 605	32.66	"	200.00	114.70	3,746.10	6,532.00
Grubbing Sta. 605 to 213+50	21.83	"	200.00	114.70	2,503.90	4,366.00
Extra Clearing	11.05	"	600.00	446.97	4,939.02	6,630.00
Extra Grubbing	2.41	"	200.00	114.70	276.43	482.00
Felling of Danger Trees	214.52	Sq. Ft.	1.00	0.80	171.62	214.52
Structural Excavation	4,656.32	Cu. Yd.	2.50	1.95	9,079.82	11,640.80
Trench Excavation	603.7	" "	2.00	1.65	996.11	1,207.40
General Excavation Sta. 440+55 to 492	373,571.8	" "	0.45	0.405	151,608.89	168,107.31
General Excavation Sta. 492 to 520	503,025.7	" "	0.58	0.491	246,985.62	291,754.91
General Excavation Sta. 520 to 615	160,265.6	" "	0.30	0.275	44,073.04	48,079.68
General Excavation Sta. 615 to 213+50	101,650.2	" "	0.35	0.33	33,544.57	35,577.57
Short Overhaul	2,901,158	Yd. Sta.	0.015	0.015	43,517.37	43,517.37
Long Overhaul	89,470.7	C-Yd. Sta.	0.50	0.38	33,998.87	44,735.35
Rounding Cutbanks	8,833	Lin. Ft.	0.10	0.10	883.30	883.30
Finishing R/B & Slopes	5.54	Mile	500.00	395.00	2,188.30	2,770.00
9" Perf. Corr. Metal Pipe	3,878	Lin. Ft.	1.50	1.43	5,551.66	5,817.00
48" Corr. Metal Pipe Prot. Invert	204	" "	14.75	12.93	2,636.95	3,009.00
18" Concrete Pipe	2,700	" "	3.50	2.84	7,655.34	9,450.00
24" " "	276	" "	5.00	3.26	900.02	1,380.00
24" Concrete Pipe Extra Str.	870	" "	5.30	4.34	3,774.88	4,611.00
36" Concrete Pipe	142	" "	9.25	5.86	832.14	1,313.50

Item	Quantity	Unit	Unit Bid	Cost	Total Cost	Gross Revenue
36" Concrete Pipe Extra Strength	569	Lin. Ft.	$10.00	$7.98	$4,538.15	$5,690.00
Salvage Culvert Pipe	57	" "	1.00	1.00	57.00	57.00
Rock or Gravel Backfill in Drains	821.5	Cu. Yd.	6.00	4.55	3,737.83	4,929.00
Class "A" Concrete	857.69	" "	40.00	32.91	28,224.05	34,307.60
Metal Reinforcement	145,646	Lb.	0.08	0.07	10,195.22	11,651.68
Untreated Lumber in Dam	.184	M-FBM	150.00	128.53	23.65	27.60
Detour Bridge at Sta. 470	All		16,000		10,873.12	16,000.00
" " " " 496	"		16,000		13,264.94	16,000.00
Lumber in Approach Road Trestles	40.782	M-FBM	90.00	86.51	3,528.05	3,670.38
Selected R/B Topping	40,360.5	Cu. Yd.	0.50	0.375	15,139.22	20,180.25
Hauling " "	143,973.75	Yd. Mi.	0.12	0.107	15,405.19	17,276.85
Sprinkling	680.1	M-Gal.	3.00	2.45	1,666.24	2,040.30
PA #1, Construct Weep Holes	284	Each	0.86	0.86	244.24	244.24
PA #2, Extra Work in Wingwalls	26	"	14.01	13.25	344.50	364.26
PA #3, Lbr. in Approach Road Trestles	29.301	M-FBM	110.00	86.51	2,534.83	3,223.11
PA #4, Guard Fence	190	Lin. Ft.	3.50	2.32	439.89	665.00
PA #5, Furnish & Install 8" Coated Spiral Corr. Metal Pipe	224	" "	1.90	1.43	320.68	425.60
PA #6, 3/4"-0" Cr. Gravel for Detours	1,443.3	Cu. Yd.	2.00	1.55	2,237.12	2,886.60
PA #7, Purchase 36" Extra Strength Concrete Pipe	72	Lin. Ft.	6.85	6.85	493.20	493.20
PA #7, Purchase 18" Concrete Pipe	30	" "	2.25	2.25	67.50	67.50
PA #7, Purchase 9" Perf. Corr. Metal Pipe	24	" "	1.15	1.15	27.60	27.60
PA #8, Cement Adj. Favor of State	65.10	Bbl.	3.32			- 216.13
Force Account					1,696.80	1,868.27
					$756,586.93	$900,579.62

Gross Revenue	$900,579.62
Total Cost	756,586.93
Net Profit	$143,992.69

Net Profit Equals 16% of Gross Revenue

Glendale Junction-Wolf Creek
Contract #2845

Detail of Cost

Labor:

Supervision				$13,925.00	
Labor				283,383.83	
Payroll Insurance				18,581.80	$315,890.63

Material:

8" Corr. Metal Spiral Pipe	224	lin. ft.	at $0.87	$194.88	
8" Bands	15		" 1.22	18.30	
9" Perf. Metal Pipe	4,126	lin. ft.	" 0.96	3,960.96	
9" Bands	210		" 1.35	283.35	
48" Corr. Metal Pipe	204	lin. ft.	" 9.00	1,836.00	
48" Bands	11		" 8.11	89.23	
18" Concrete Pipe	2,730	lin. ft.	" 1.42	3,869.78	
24" " "	276	" "	" 1.94	534.68	
24" Concrete Pipe Extra Strength	870	" "	" 3.31	2,877.52	
36" Concrete Pipe	142	" "	" 4.11	583.73	
36" Concrete Extra Strength Pipe	641	" "	" 6.23	3,991.38	
Lumber in Approach Trestles	70.083	M-FBM	" 68.00	4,765.64	
Metal Reinforcement	145,646	Lbs.	" 0.06	8,738.76	
Cement	6,432	sacks	" 0.85	5,467.20	
Gravel in Concrete	1,072	cu. yd.	" 4.00	4,288.00	41,499.41

Equipment Rental & Miscellaneous Supplies:

Equipment Rental	$252,271.45	
Lumber in Detour Bridges and Dam (179 M-FBM at $68.00)	12,167.48	
Misc. Supplies & Repairs	9,250.00	
Home Office & Overhead	27,017.39	
Explosives	20,722.54	
Drill Steel	4,500.00	
Gas, Oil & Grease	54,760.28	
Move In Freight & Cartage	9,850.00	
Bond & Liability Insurance	5,820.95	
Piling in Detour Bridge	1,736.80	
Nails, Bolts and Dowel Pins in Detour Bridge	1,100.00	399,196.89

Total Cost $756,586.93

Glendale Junction-Wolf Creek
Contract #2845

Remarks:

This was a Federal Aid Project consisting of grading and topping of 5.54 miles of the Glendale Junction-Wolf Creek Section of the Pacific Highway. This contract was bid August 6th, 1946, awarded September 24th, 1946, work started October 7th, 1946, and completed July 10th, 1948.

Clearing was started on October 7th, 1946, and completed May 3rd, 1947. Three D-8 cats and dozers were used where practical and a crew of 22 men.

Part of the clearing was sublet to Mr. Bigelow, piling contractor, who was to fell all timber and salvage the merchantable logs and piling and clear certain areas. The merchantable logs and piling were felled and hauled into piles to be removed at a later date. A small amount of the piling was removed and some of the logs were used in the building of the detour bridges by McNutt Brothers. The balance of the logs and piling were damaged by the contractor in their clearing and grading operations. Bigelow, subcontractor, seeing what the contractor was doing to the logs and piling in the piles and the rental rates he was being charged for the rented equipment, decided to give up the job, and McNutt finished the clearing. Bigelow made no profit, but McNutt had good bid prices and made a nice profit.

Structural and trench excavation was done with three 3/4 cu. yd. Lima dragline shovels. Only a small profit was made due to the inclement weather during this period.

The general excavation "Station 440+55 to 492" was semi-solid material and required a very small amount of drilling and shooting. Equipment used on this section consisted of two D-8 cats and scrapers, one 2½ cu. yd. Northwest shovel, three tournatrailers and two 8 cu. yd. trucks. The material on this section was moved economically and shows a fair profit.

The general excavation "Station 492 to 520" was solid rock, not too hard, but all of which required light shooting. Equipment used was one and sometimes two 2½ cu. yd. shovels for loading material into three 30 cu. yd. rock buggies, three 15 cu. yd. tournatrailers and two 8 cu. yd. trucks, two compressors and five jackhammers. This material was moved very economically due to good supervision and equipment and a fair profit was realized.

The general excavation "Station 520 to 213+50" consisted of good soil and was moved easily with three tournapulls, four D-8 cats and scrapers, two D-8 cats and dozers being used to push the cats. Two D-8 cats and dozers and two sheepsfoot rollers were used on the fills. This material was moved economically. There was a fair profit on all of the general excavation.

The selected roadbed topping was obtained from two gravel bars, one bar located approximately .25 mile southwest of Station 440+55 along Cow Creek, the other located approximately 2.35 miles easterly up Coyote Creek from the south end of the project Station 213+50. This material was loaded with a 3/4 cu. yd. Lima shovel into twelve 4 cu. yd. trucks hauling an average of 1,000 to 1,100 cu. yds. per day. Two graders and one roller were used spreading and rolling the roadbed topping.

The contractors moved in their small crushing and screening plant to produce the concrete aggregate, gravel backfill in drains and the 3/4"-0" gravel used for the detour roads.

Snook Brothers constructed the two detour bridges and approach trestles, installed the culvert pipe and built the box culverts. The cement for the box culverts was mixed by the contractors on the job. This crew worked very efficiently and a nice profit was realized.

Due to the good bid prices, supervision and equipment the contractors made a nice profit on this contract.

E. H. Clymer
Cost Analyst

By . . George Kayser

Files

RECEIVED
APR 22 1949
FOR FILING

71-1E3(4)

2845

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

April 22, 1949

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	5386	2845	26-final	McNutt Bros.	26,381.41	348653	1, gl
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

This contract has been accepted and both time extensions granted were without penalty.

aw

ACCOUNTING DIVISION

By ____
Bookkeeping Dept.

Approved H B Glaisyer
Secretary

NOTED ON CARD

4-22-49, gl

RECEIVED
MAR 1 [illegible]
FOR FILING

41-12(4)

2845

March 17, 1949

General Casualty Co.of America
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

This to advise you that State Highway Contract No.2845, for grading on the Glendale Junction-Wolf Creek Section of Pacific Highway in Douglas and Josephine Counties, has been completed by the contractor, McNutt Brothers, and that final payment in the amount of $26,381.41 will be made on or after March 28, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $900,579.62, of which amount $1,868.27 represents force account items. This contract was completed September 28 and accepted by the Commission November 3, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn: Legal Dept.

NOTED ON CARD

3-17-49

RECEIVED
DEC 24 1948
FOR FILING

FI-138(4)

2845

December 23, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 8, to establish the price per barrel for cement on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Douglas and Josephine Counties, Contract No. 2845, in connection with Federal Aid Project FI-138 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/gs

Encl.

RECEIVED
DEC 28 1948
FOR FILING

41-138 (4)

2845

December 27, 1948

General Casualty Co.
Mansfield & Co., Agents
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Bros., on contract No. 2845, covering Grading on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Douglas and Josephine Counties. This payment, in the amount of $19,110.76, will be made on or after January 7, 1949. The retained percentage is $27,037.06.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Washington

NOTED ON CARD
12-27-48 g.C

RECEIVED
NOV 19 1948
FOR FILING

71-138 (4)

2845

November 19, 1948

General Casualty Company
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

This to advise of the intention of the State Highway Commission to release to McNutt Brothers a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 2845 for grading on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Douglas and Josephine Counties. This payment, which is in the amount of $53,955.24, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $26,446.00. The present payment to the contractor will be made on or after November 29, 1948.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.

NOTED ON CARD

11-19-48

RECEIVED
OCT 1 1948
FOR FILING

FI.-138(4)

2845

September 30, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on September 28, 1948 on Contract No. 2845, Glendale Junction-Wolf Creek Section, in connection with Federal Aid Project No. FI-138 (4).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DEP:cw

cc C. H. Armstrong

RECEIVED
SEP 28 1948
FOR FILING

71-138 (4)

2845

September 24, 1948

McNutt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 13, 1948, had under discussion your request for an extension of time of 107 days time, from June 15 to September 30, 1948, within which to complete your contract No. 2845 for grading on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Douglas and Josephine Counties.

I am pleased to inform you that the Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: K. D. Lytle,
Division Engineer

H. G. Smith

NOTED ON CARD

9-24-45

RECEIVED
SEP - 1 1948
FOR FILING

71-138 (4)

2845

August 31, 1948

Request for Extension of Time
No. 6
September 13 and 14 meeting.

Oregon State Highway Commission

Gentlemen:

Herewith a request from McNutt Brothers for an extension of time from June 15, 1948 to September 30, 1948, on Contract 2845, Glendale Junction-Wolf Creek Section of the Pacific Highway.

This project is 99.9 per cent complete and the only work remaining is some clearing up of logs, et cetera, and the burning of this debris should not be performed during the fire season. I, therefore, recommend that this extension be granted without penalty.

Mr. T. M. Davis of the Public Roads Administration concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc - W. C. Williams
H. G. Smith

Form E-1—5M—1-48 (4)

71-13

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 28th., 1948 19

Section Glendale Junction - Wolf Creek

Kind of work Grading

Highway Pacific

Section prefix 10 - 1120

Contractor McNutt Brothers

Contract number 2845

Date of contract September 24th., 1946, 19

Date of completion October 31st., 1947, 19

Date work started October 7th., 1946, 19

Estimated date of completion , 19

Amount of contract $ 877,031.00

Per cent of time elapsed 175.12 %

Estimated cost of completed project, exclusive of engineering $ 925,632.24

Per cent of contract completed, based on total contract price 99.9% %

Engineering cost to date $ 37,903.00, 4.26% %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Piling and logs not all cleaned up as yet.

NOTED

RECEIVED
AUG 30 1948
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E. M. BOOTH

Signed E. Roberts.

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Est. dates of comp. July 6th. Oct. 11 / 47

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.54	2.25			
Miles partially completed	None	None			
Miles completed	5.54	2.25			
Total estimated quantities	1,100,000	40,500			
Estimated quantities moved or placed to date	1,100,000	40,500			
Average daily quantities Past Week	None	None			
Average daily quantities necessary to complete project on time	-----	-----			
Number shifts per day	-----	------			
Hours per shift	-----	-----			
Average force on project for week	-----	-----			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Fair		
Tuesday	Fair		
Wednesday	Warm		
Thursday	Warm		
Friday	Warm		
Saturday	Warm		

RECEIVED
AUG 26 1948
FOR FILING

FI-138 (4)

2845

August 24, 1948

Mr. F. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2845, Glendale Junction-Wolf Creek Section of the Pacific Highway, Oregon FI-138 (4) from June 15, 1948, to September 30, 1948, to McNutt Brothers, contractor. This project is 99.9 per cent complete as of this date, and the only work remaining is some clearing up of logs, et cetera, and the burning of this debris should not be performed during the fire season.

The contractor was required to do some extra work on this project, and also the inclement weather delayed him to quite an extent.

I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

cc: H. G. Smith

RECEIVED
JUN 9 1948
FOR FILING
FI-138(4)

June 7, 1948

McNutt Brothers
351½ E. Broadway
Eugene
Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 25, 1948, had under discussion your request for an extension of time of 228 days, from October 31, 1947 to June 15, 1948, within which to complete your contract No. 2845 for grading on the Glendale Junction-Wolf Creek Section of the Pacific Highway, in Douglas and Josephine Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

H. G. Smith

NOTED ON CARD
6-7-48 g

RECEIVED
MAY 24 1948
FOR FILING

FI-138 (4)

2145

May 17, 1948

Request for Extension of Time
No. 9
May 24 and 25 meeting.

Oregon State Highway Commission

Gentlemen:

Herewith copy of a request for an extension of time from October 31, 1947 to June 15, 1948, for McNutt Brothers, contractors on the Glendale Junction-Wolf Creek Section of the Pacific Highway. Bids on this project were received on August 6, 1946, but, because of right of way negotiations, the award of this contract was not made until September 24, 1946.

The weather in the Fall of 1947, and the Spring of 1948, was extremely wet. In 1947, rainfall surpassed all previous records during the 58 years that such records have been kept, and, because of this excess rainfall then and during the Spring of 1948, the contractor has been considerably handicapped in the handling of this project. For these reasons, I would recommend that this extension be granted without penalty.

Mr. T. M. Davis, of the Public Roads Administration, concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc - W. C. Williams
H. G. Smith

RECEIVED
MAY 10 1948
FOR FILING
FI-138(4)

May 7, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2845, Glendale Junction-Wolf Creek Section of the Pacific Highway, F-138 (4), from October 31, 1947, to June 15, 1948, to McNutt Brothers, contractors.

At the request of this department, the awarding of the contract was delayed from August 6, 1946, until September 24, 1946, while right of way negotiations were being completed.

The weather in the Fall of 1947, and the Spring of 1948, was extremely wet. In March, June, July, and October of 1947, which are normally the best construction months, rainfall was exceptionally heavy. In October, 1947, rainfall surpassed all previous records during the 58 years that such records have been kept. The Spring of 1948 has also been exceptionally wet, and the contractor has been unable to do but very little in the way of completing this contract.

I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc - W. C. Williams
H. G. Smith

RECEIVED
MAY 12 1948
FOR FILING

FI-138(4)

May 5, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 2, covering the cleaning of channels in Coyote and Wolf Creeks and placing riprap on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Douglas and Josephine Counties, Contract No. 2845, in connection with Federal Aid Project FI-138 (5).

This work has been made necessary by erosion of banks in the channel changes and around the diversion dam. Also by silting up the old channel at the diversion dam and restricting of waterway at the fill for Hoppers Store.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/gs

Encl.

FI-138 (4)

✓

CROSS REFERENCE SHEET

Name or Subject G.W. Hopper **File No.**

Regarding The flood condition which exists on Mr. Hopper's property; also relative to property damage in connection with the Federal Aid Project (Letter from T.M. Davis.) **Date** 2-5-48

SEE

Name or Subject MAINTENANCE
Drainage
File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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JAN 9 1948
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FP 138(4)

[illegible]43

Salem, Oregon
January 9, 1948

Mr. H. G. Smith

The State Highway Commission has approved an agreement with The California Oregon Power Company wherein the State will pay to the Company the sum of $7,695.92 for moving of their power line on the Glendale-Wolf Creek Section of the Pacific Highway.

W. C. Williams

WCW/ds

cc - S. H. Probert

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COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

F1-138 (4)

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Jan. 8, 1948

Mr. C. D. Wood
The California Oregon Power Company
Medford, Oregon

Dear Mr. Wood:

We transmit herewith, one fully executed copy of an agreement dated December 30, 1947, between the State Highway Commission and your Company, relating to the relocation of your pole facilities in the vicinity of Glendale, Oregon.

We regret that there has been some delay in the execution of these documents.

Yours very truly,

J. M. DEVERS

By

G. W. NEUNER
Assistant Counsel

GWN:FRC

cc- Mr. W. C. Williams
Mr. H. G. Smith
Mr. Forrest Cooper

RECEIVED
DEC 17 1947
FOR FILING

FI-138(4)

December 16, 1947

Oregon State Highway Commission

Gentlemen:

At the next Commission meeting there will be presented to you for your consideration an agreement between the State Highway Commission and The California Oregon Power Company of California.

In order to reconstruct the Glendale-Wolf Creek Section of the Pacific Highway, it was necessary to move and reset approximately 5,800 lineal feet of the Company's power line which occupied private right of way. Due to the fact that the Company was occupying private right of way, the moving and resetting of the power line becomes an obligation of the State Highway Commission.

Subject to your approval an agreement has been made with The California Oregon Power Company that they will move and reset their pole line at an estimated cost of $7,695.82 and, in addition the State shall reimburse the Company for the cost of right of way for their new line across private property which is estimated to cost $145.00 plus filing fees, et cetera.

As the moving of the power line is necessary to permit construction of the highway, an investigation reveals that the request of the Company is reasonable. I recommend your approval of the agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW/ds

cc - W. C. Williams
H. G. Smith

RECEIVED
NOV 25 1947
FOR FILING

FI-138 (4)

November 17, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 4, covering the construction of a guard fence at the south end of detour bridge, Station 496, on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Douglas and Josephine Counties, Contract No. 2845, in connection with Federal Aid Project No. FI-138 (4).

This work is necessary for the safety of traffic on the sharp curve and high slope at approach to the detour bridge.

Very truly yours,

W. C. Williams
Asst. State Highway Engineer

DBP:GS

Encl.

RECEIVED
OCT 6 1947
FOR FILING

FI-138 (4)

September 29, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 3 covering the construction of three form approach bridges on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Douglas and Josephine Counties, Contract No. 2845, in connection with Federal Aid Project No. FI-138 (4).

This work is necessary to provide access to the highway and maintain adequate drainage.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

DBP:ew

Encl.

RECEIVED
SEP 18 1947
FOR FILING

Indexed
Alphabetically

September 16, 1947

Honorable Earl Snell
Governor of the State of Oregon
Salem, Oregon

Dear Governor Snell:

I am glad to give you the following information relative to the replacement of a bridge abutting the property of Mrs. Elise J. Reck of Wolf Creek, Oregon, which is the subject of her letter to you under date of September 9.

The State Highway Commission acknowledged, under date of July 1, 1947, its obligation to construct and maintain a bridge at the site where the old bridge collapsed. Subsequently, Mr. K. D. Lytle, Division Engineer for the Highway Commission at Roseburg, effected an agreement with McNutt Brothers, general contractors on the highway project, for the rebuilding of the bridge and approaches. However, the contractor has been delayed in acquiring the necessary materials and the work has not been completed to date.

We are bringing this to the attention of the Roseburg office of the Highway Commission, to the end that they may expedite the replacement of the bridge.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:bl
Encl.
cc: K. D. Lytle

FORM E-90 25M 8-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon,
September 16, 1947.

SUBJECT:

To:

Mr. W. C. Williams,
Assistant State Highway Engineer,
Oregon State Highway Department,
Office.

Dear Sir:

Attached is the file relating to Elise J. Reck property of Wolf Creek, and a letter from Mrs. Reck to the Governor relating to her bridge at Station 639 on the Glendale Junction-Wolf Creek Section of the Pacific Highway. This is under contract to McNutt Brothers.

In a telephone conversation between Mr. Collier and Mr. Lytle, Mr. Lytle stated that an agreement has been made with the contractor to build this approach bridge and crossing; however, he may be delayed some in getting materials, and we will investigate and attempt to rush the matter along as much as possible.

Very truly yours,

NOTED
W. C. WILLIAMS

C H Armstrong

C. H. Armstrong,
Assistant Maintenance Engineer.

CHA:lmg
Encl.

cc: H. G. Smith
Legal Department

C O P Y

Wolf Creek, Oregon.
September 9, 1947.

Honorable Earl D. Snell,
Governor State of Oregon,
Salem, Oregon.

Dear Governor Snell:

On June 14, 1947 the bridge abutting my property which is on State property collapsed and on June 27, 1947 I wrote to Mr. J. M. Devers, Chief Counsel for the State Highway Commission as follows:

On June 14, 1947 the bridge abutting my property collapsed when a well drilling rig of Goff Bros tried to cross. In our agreement the State was to build a bridge across Wolf Creek and I am wondering if it would be possible at this time for you to issue instructions to build same now as we are practically marooned.

Thanks for an early reply.

On July 1, 1947 I received a copy of a letter addressed to Mr. K. D. Lytle, Division Engineer at Roseburg, Oregon which stated in part as follows:

The deed which was given to the Commission covering this property contained the following clause:

"Grantee shall construct and maintain a bridge for Grantors use at Station 63900 but shall have no obligation as to structures at Station 63300."

I am informed that the bridge in question is located at Station 63900, so under the conveyance it is clearly the obligation of the Commission to replace and maintain the structure.

This letter was signed J. M. Devers by J. W. De Souza. To date construction has not started even tho I have contacted every one whom I thot could help including Mr. Roberts the Resident Engineer. I have explained to them the inconvenience I am now experiencing and that as soon as the rainy season I will be unable to leave my property due to the mud and high water. So far I have met with only evasion and indifference.

Will you please refer this to the proper authority so I may receive the relief to which I am entitled.

Thanks for an early reply to this letter.

Sincerely,

/s/ MRS. ELISE J. RECK
Mrs. Elise J. Reck,
P. O. Box 136,
Wolf Creek, Oregon.

RECEIVED
JUL 31 1947
FOR FILING

COPY

E1-138 (4)

July 7, 1947

McNutt Bros., Contractors
351½ East Broadway
Eugene, Oregon

Attention: Mr. Earl L. McNutt

Gentlemen:

Reference is made to your telephone call concerning monthly payments on the Reese Creek-Antelope Creek Project and Glendale Junction-Wolf Creek Project.

Vouchers for these payments are now out for signing by the Highway Commissioners. We expect them back by Thursday or Friday and will do what we can to expedite their passage through the Office of the Secretary of State. As nearly as we can tell now, the warrants should be mailed to you about Tuesday.

Final estimate for the Wolf Creek-Grave Creek Project has had to be returned to Resident Engineer Roberts for check on some corrections made here. Final voucher will be issued as soon as the estimate is received back.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:lh

RECEIVED
MAY 13 1947
FOR FILING

FI-38(4)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

806 BEDELL BUILDING
PORTLAND 8, OREGON

May 12, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-138(4)
Johns-Wolf Creek Sec.
Pacific Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based and plans including special provisions for the two roadway contracts involved. Approved plans and special provisions for the bridge contract were sent you November 19, 1946.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
MAY 13 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 15
FOR FILING

FI-138 (4)

April 7, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are copies of Price Agreement No. 1 covering the construction of 2" round weep holes in culverts at stations 448+60, 462+75, 487+75 and 491+18 on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Douglas and Josephine Counties, Contract No. 2845, in connection with Federal Aid Project No. FI-138 (4).

This work is necessary to pick up subterranean water in large fills and improve the drainage at the above stations.

Very truly yours,

R. H. Baldock
State Highway Engineer

DMP:lh

Encl.

RECEIVED
Apr 15 1947
FOR FILING

FI-138(4)

April 7, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are copies of Price Agreement No. 2 covering the change in design of seven culverts from straight wing walls to flared wing walls on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Douglas and Josephine Counties, Contract No. 2845, in connection with Federal Aid Project No. FI-138 (4).

This work is necessary to improve the efficiency of the culverts and protect fill slopes from erosion. Copies of Standard Drawing No. 7877, showing the new design of these culverts, are attached to copies of Price Agreement No. 2.

Very truly yours,

R. H. Baldock
State Highway Engineer

DEP:lh

Encl.

EI-132-4
#2845

CROSS REFERENCE SHEET

Name or Subject Leonard Yaeger
P. O. Box 162
Napa, California

File No.

Regarding Mr. Yaegers automobile was damaged by a tire which rolled or blew off a truck owned by McNutt Brothers.

Date 12/9/46

SEE

Name or Subject ADMINISTRATION
Insurance
Property Damage

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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OCT 19 1946
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F1-138(4)

October 18, 1946

McNutt Brothers
351½ E. Broadway
Eugene
Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2845 which was awarded to you on September 24, 1946 by the State Highway Commission, covering grading on the Glendale Junction-Wolf Creek Section of the Pacific Highway, in Douglas and Josephine Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

RECEIVED
OCT 8 1946
FOR FILING

FI 138+

October 3, 1946

Mr. C. P. Toussieng
General Plant Manager
Pacific Telephone & Telegraph Company
730 S. W. Oak Street
Portland 5, Oregon

Dear Sir:

Reference is made to your letter of September 24, asking whether it would be permissible under General Administrative Memorandum No. 300 for you to contract certain minor features of the work on the Glendale Junction-Wolf Creek Section, such as digging pole holes and delivering poles to the holes.

In my opinion, Paragraph B, Section VI must be followed with respect to taking bids based upon plans and specifications after prior approval is secured from the State Highway Engineer and the Division Engineer of the Public Roads Administration. I think that any slight advantage you would gain in actually doing the work by bids would be more than offset by the bother of following the regulations; therefore, I recommend that you do the work with your own forces.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

OREGON AREA

730 S. W. OAK STREET

TELEPHONE ATWATER 6261

C. P. TOUSSIENG
GENERAL PLANT MANAGER

PORTLAND, 5. Sept. 24, 1946

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

In accordance with the request in your letter of August 2, 1946, we have prepared an estimate of the cost of relocating the sections of our telephone lines in the Glendale-Wolf Creek section of the Pacific Highway US-99.

It is estimated that the net cost of rebuilding the two sections between Stations 492 and 526 and 575+600 will be $17,000.

We are enclosing six copies of Prints "A" and "B", which indicate the route of our proposed rebuild. These can be incorporated into the agreement covering the relocation.

It has been our practice in recent years, because of manpower shortage and work load, to contract certain parts of our construction work, namely, digging pole holes and delivery of poles to the hole. Generally it has been our practice to let this work at a going rate and not submit for bids. In view of the requirements of Public Roads Administration- General Administrative Memorandum No. 300, we would be pleased to have your views in regard to the continuation of our present practice when performing work for which we will be reimbursed by the State Highway Commission, and particularly the rebuild in the Glendale-Wolf Creek section.

Yours very truly,

GENERAL PLANT MANAGER

Encl.

RECEIVED
SEP 26 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 2 1946
FOR FILING

FI-138(4)

#2845

September 25, 1946

COPY

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing four copies of right of way statement for the Johns-Wolf Creek Section, Project No. FI-138 (4)

Very truly yours,

R.H. Baldock
State Highway Engineer

JWN:GS

Encl.

Copy filed with contract #2844

jm

RECEIVED
SEP 25 1946
FOR FILING

FI 138(4)

1845

September 25, 1946

McNutt Bros.
351½ E. Broadway
Eugene, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission awarded to you yesterday the contract for grading and the construction of six timber bridges on the Glendale Junction-Wolf Creek Section of the Pacific Highway, in Douglas and Josephine Counties. This award was based on your low bid of $877,031 submitted on August 6, 1946.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc
cc - Mr. S. H. Probert
Mr. R. G. Smith
Goldie Lewis

Charge to the account of ______________________ $ File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

A. N. WILLIAMS, CHAIRMAN OF THE BOARD

JOSEPH L. EGAN, PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
10:45 a.m.
September 25, 1946

McNutt Bros.
351½ E. Broadway
Eugene, Oregon

State Highway Commission awarded you yesterday contract for Glendale Junction-Wolf Creek Section of Pacific Highway, in Douglas and Josephine Counties, based on your low bid submitted August 6, 1946. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Charge

RECEIVED
DEC 3 1946
FOR FILING

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

FI-138(4)

September 24, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Upon advice that right-of-entry has been obtained with respect to rights-of-way not acquired, we hereby concur in our verbal concurrence today in the award of contract for Oregon Federal Aid Project No. FI-138(4), Glendale Junction - Wolf Creek Section of the Pacific Highway to McNutt Bros., Eugene, Oregon, who submitted the low bid at the bid opening held August 6, 1946.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
SEP 2[illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 10 1946
FOR FILING

FL-138(4)

2845

Salem, Oregon
Sep. 10, 1946

Mr. R. H. Baldock

Building

Dear Mr. Baldock:

We hand you herewith a fully executed copy of agreement allowing the State Highway Commission ninety additional days in which to award the contract for the Glendale Junction-Wolf Creek Project to McNutt Bros.

A copy of the above agreement has been mailed to McNutt Bros. and to the surety. We have also retained a copy (original) for the Commission's records and files.

Very truly yours

Secretary

gl
encl. 1

RECEIVED
SEP 10 1946
FOR FILING

FI-138(4)

3845

Sep. 9, 1946

McNutt Bros.
351½ E. Broadway
Eugene
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of agreement allowing the State Highway Commission ninety additional days in which to award the contract for the Glendale Junction-Wolf Creek Project to yourselves.

A copy of the above a greement has been mailed to the surety on your bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

gl
encl. 1

RECEIVED
[illegible] 1946
FOR FILING

FI-138-4

August 2, 1946

Mr. O. C. Hoff, General Plant Manager
Pacific Telephone and Telegraph Company
730 S. W. Oak Street
Portland 5, Oregon

Dear Sir:

Will you please arrange to move your lines to conform to our contemplated revision between Stations 492 and 526 and between Stations 575 and 600 of the Glendale Junction-Wolf Creek Section of the Pacific Highway, US99?

As soon as we receive your maps and estimates of cost, a crossing permit will be issued and the construction authorized.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

FORM E-30 25M 9-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 31, 1946

SUBJECT: Telephone Lines

NOTED
H. G. SMITH

To:

H. G. Smith
Construction Engineer

Dear Sir:

Mr. Harris, of the Pacific Tel & Tel, was in the office and asked that we write a formal letter to the Telephone Company asking that it move its lines between Stations 492 and 526 and between stations 575 and 600, Glendale Junction-Wolf Creek Section.

It will then submit an estimate of the cost and maps showing the proposed alterations for your consideration.

Very truly yours,

K. D. Lytle
K. D. LYTLE
Division Engineer

kdl;g

RECEIVED
1946
OFFICE OF

RECEIVED
JUL 31 1946
FOR FILING

FI-138-4

2845

July 25, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, six copies of special provision page number 5 and six blue line prints of plan sheets numbers 17 and 18 for the Glendale Junction-Wolf Creek Section, Project No. FI-138 (4).

These papers have been revised with regard to the clearing required in connection with the relocation of telephone and telegraph lines between Stations 491 and 526.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

RECEIVED
FOR FILING

EI 138-4

July 19, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

I am attaching typical design of the Glendale Junction-Wolf Creek Section showing a four-lane highway over the summit of Stage Road Pass. The drain tile may or may not be installed, depending upon the amount of water in the cut. This sketch is based upon that used over Sexton Mountain, which has received a great deal of favorable comment.

The four-lane highway is used in lieu of longer passing sight distance over the summit and to permit vehicles to disperse after having followed trucks up the sustained grade.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. H. G. Smith
Mr. K. D. Lytle

Encl.

S-11(2) West Unit, Love Bridge-Black 1946
Br. Sec., Baker-Homestead Hwy.
#2846

RECEIVED
FOR FILING
8-11 (2)
2846.

August 27, 1948

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: A. O. Stuberg

Gentlemen:

Contract No. 2846. Grading and Surfacing West Unit, Love Bridge-Black Bridge Section of Baker-Homestead Highway in Baker County. J. C. Papin

In reply to your inquiry of August 26, the total amount earned on the above contract is $331,280.37. Final payment was made on January 7, 1948. There was no force account.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dr

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

August 26, 1948

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 2846 - J.C. Papin

Dear Mr. Glaisyer:

We would like to know the total amount of the final contract performance consideration earned on the above contract by the above contractor. If you can favor us with this information, we would appreciate it.

$ 386[illegible].41

Very truly yours,

A. O. Stuberg, Manager
Fidelity and Surety Department

AOS:im

RECEIVED
AUG 27 1948
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---PLATE GLASS---GROUP DISABILITY

R H. Ba[illegible]ck

RECEIVED
FOR FILING

July 20th, 1948

FINAL COST ANALYSIS
Regrade, Surface & Oil
J. C. Papin, Contractor
E. G. Bickmore, Resident Engineer

Baker-Homestead Highway
~~Contract #2846~~
5-11 (2)

Love Bridge-Black Bridge
Prefix 1-1011

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	All			8,000.00	$823.13	$8,000.00
St. Excavation	740.11	Cu. Yd.	$2.06	3.00	1,528.27	2,220.33
Tr. "	741.4	" "	1.40	2.00	1,038.56	1,482.80
General Excavation	214,349	" "	0.53	0.78	113,880.54	167,192.22
Short Overhaul	347,842	Yd. Sta.	0.014	0.02	4,931.05	6,956.84
Long "	4,467.1	C-Yd. Sta.	0.35	0.50	1,549.76	2,233.55
Rounding Cutbanks	12,198	Lin. Ft.	0.15	0.12	1,856.64	1,463.76
Finishing R/B & Slopes	5.31	Mile	989.87	600.00	5,256.21	3,186.00
18" Corr. Metal Pipe	676	Lin. Ft.	2.86	3.00	1,935.55	2,028.00
24" " " "	120	" "	4.42	3.75	529.99	450.00
36" " " "	112	" "	8.51	8.00	953.35	896.00
60" " " "	8	" "	19.05	18.00	152.43	144.00
12" Concrete Pipe	51	" "	2.32	2.00	118.21	102.00
24" " "	306	" "	6.16	5.00	1,885.00	1,530.00
36" " "	176	" "	12.34	10.00	2,171.66	1,760.00
18" Corr. Metal Siphon Pipe	232	" "	3.57	3.50	827.38	812.00
Salvaging Culvert Pipe	152	" "	2.09	5.25	318.32	798.00
Concrete End Basins	19.756	Cu. Yd.	57.26	60.00	1,131.26	1,185.36
Class "A" Concrete	125.92	" "	47.69	50.00	6,005.63	6,296.00
Metal Reinforcement	20,547	Lb.	0.11	0.12	2,353.83	2,465.64
1"-0" Rock in Cushion Course	9,444	Cu. Yd.	2.18	2.60	20,584.45	24,554.40
4"-2" Rock in Base	12,669	" "	2.36	2.60	29,840.86	32,939.40
3/4"-0" Rock in Base and Shoulders	808.1	" "	2.36	2.60	18,999.98	21,010.60
Sprinkling	2,187	M/Gal.	1.06	1.50	2,310.85	3,280.50

Preparation of Base	**5.31**	**Mile**	**147.50**	**200.00**	**783.23**	**1,062.00**
3/4"-0 Rock in Binder Course	**610**	**Cu. Yds.**	**2.28**	**3.75**	**1390.80**	**2,287.50**
Furnish & Place Aggregates	3,430	Cu. Yds.	2.28	$ 3.75	$ 7,820.40	$ 12,862.50
Furnish & Place RC 3 in Binder	115.91	Tons	27.08	35.00	3,138.84	4,056.85
Furnish & Place 151-200 Asphalt	300.61	Tons	28.28	35.00	8,501.25	10,521.35
3/4" - ½" Crushed Rock in Stockpile	1132.62	Cu. Yds.	1.34	2.50	1,517.71	2,831.55
½" - ¼" Crushed Rock in Stockpile	717.54	Cu. Yds.	1.34	2.50	961.50	1,793.85
¼" - 0" Crushed Rock in Stockpile	462.54	Cu. Yds.	1.34	2.50	619.80	1,156.35
PA #1, 72" Corrugated Metal Pipe	58	Lin. Ft.	21.52	21.60	1,248.15	1,252.80
PA #2, Cement Adj., favor of State	-1.25	Bbl.		3.77		-4.71
PA #3, Purchase excess 1¼" - 3/4" Cr. Rock in Stockpile	193.33	Cu. Yds.	1.34	2.50	259.06	483.33
SP Haul Adj., favor of State	-104	Yd. Mile		0.10		-10.40
					$247,223.65	$331,280.37

	Gross Revenue	Total Cost	Profit or Loss	%Profit or Loss
J. C. Papin	$229,874.68	$173,403.39	$+56,471.29	+24.6%
Rogers & Rush	69,806.06	49,253.84	+20,552.22	+29.4%
Linstrom Brothers	9,495.43	8,345.50	+1,149.93	+12.1%
Babler Brothers	22,104.20	16,220.92	+5,883.28	+26.3%
	$331,280.37	$247,223.65	$+79,624.39	+24.0%

Detail of Cost

J. C. Papin, Contractor

Labor:		
Supervision	$7,955.00	
Labor	66,329.39	
State Industrial Accident Insurance	1,354.49	
Social Security & Unemployment Insurance	2,545.41	
		$78,204.29
Materials:		
Corr. Metal Pipe:		
18" - 676' at $1.89	$1,277.64	
18" Bands - 18 each at $2.36	42.48	
24" - 120' at $2.96	355.20	
24" Bands - 4 each at $2.95	11.80	
36" - 112' at $5.78	647.36	
36" Bands - 4 each at $4.67	18.68	
60" - 8' at $12.08	96.64	
60" Bands - 1 each at $10.75	10.75	
72" - 58' at $15.63	906.54	
72" Bands - 2 each at $23.96	47.92	
End Cuts on 72" Pipe - 2 each at $10.00	20.00	
Special Delivery on 72" Pipe	28.80	
18" Siphon - 232' at $2.46	570.72	
18" Bands for Siphon - 8 each at $2.36	18.88	
Concrete Pipe:		
12" - 51' at $1.30	66.30	
24" - 306' at $3.60	1,101.60	
36" - 176' at $7.10	1,249.60	
Sand, Gravel & Cement for Concrete Pipe	37.90	
		6,508.81
Equipment Rental & Miscellaneous:		
Equipment Rental	$27,893.00	
*Rented Equipment	41,104.42	
Gas, Oil & Grease	8,947.61	
Lumber	46.15	
Explosives	4,059.48	
Freight & Cartage	1,032.80	
Drill Steel & Bits	577.98	
Small Tools & Misc.	1,952.90	
Bond	1,468.91	
Interest	785.99	
Taxes	368.50	
Office & General Overhead	4,884.88	
		93,122.62
Total Cost		$177,835.72

*Note: $16,320.00 of this amount was equipment rented on a "fully operated basis" and includes drivers, gas, oil, grease and repairs.

Detail of Cost

Babler Bros., Subcontractors

Labor:

Supervision		$495.50	
Labor		2,411.05	
State Industrial Accident Insurance		52.78	
Unemployment Insurance		64.53	
Social Security		31.12	
			$3,054.98

Materials:

RC-3 Asphalt	115.91 Ton at $14.75	$1,709.67	
151-200 Asphalt	300.61 " " 15.95	4,794.73	
Freight on Asphalt		2,998.94	
			9,503.34

Equipment Rental & Miscellaneous:

Equipment Rental		$796.72	
Gas, Oil & Grease		393.82	
Freight & Cartage		196.50	
Small Tools & Misc.		422.10	
P.L. & P.D. Tax		122.10	
Home Office & General Overhead		454.46	
			2,385.70
Total Cost			$14,944.02

Detail of Cost

Rogers & Rush, Subcontractors

Labor:		
Supervision	$5,427.30	
Labor	14,283.55	
State Industrial Accident Insurance	886.92	
Social Security & Unemployment Insurance	788.44	
		$21,386.21
Equipment Rental & Miscellaneous:		
Equipment Rental	$10,724.64	
Rented Equipment	2,615.00	
Rented Trucks	2,830.76	
Gas, Oil & Grease	4,288.34	
Explosives	2,217.19	
Conveyor Belt	423.00	
Bits & Steel	198.88	
Screen Cloth	570.00	
Lumber	397.47	
Oxygen & Acetylene	127.10	
Freight & Cartage	553.75	
Home Office & General Overhead	2,921.50	
		27,867.63
Total Cost		$49,253.84

Remarks:

This was a "Federal Aid Secondary Project" which was bid and awarded to the contractor October 28th, 1946. Work on the project was started November 17th, 1946, and completed October 15th, 1947. The work consisted of the regrading of 5.31 miles of roadbed, the construction of 5.31 miles of crushed rock surfacing, oil mat wearing surface, the furnishing of 1,800 cubic yards of crushed rock in stockpile and incidental work pertaining to the contract.

All grading operations were carried on by the contractor; crushing of the rock base and oiling aggregates was subcontracted to Rogers and Rush; and the laying of the oil mat surface was subcontracted to Babler Bros. Small items of the concrete box culvert, end basins etc. were performed for the contractor by Linstrom Bros. in conjunction with their bridge contract.

Grading operations were carried on very efficiently by the contractor. Two D8 and one D7 tractors were used throughout with four D8 tractors with two dozers and two carryalls being used on a rental basis for 50,000 cubic yards of excavation and channel change. The material moved showed considerably less rock than had been estimated and as bid by the contractor. Preliminary estimates varied from 60 to 70% solid rock. However, most of the rock showing consisted of a cap formation over soft material and the actual percentage was about 30% solid, 20% intermediate and 50% common. At the bid price of $0.78 per cu. yd. a profit of 32% was shown for excavation. Finishing roadbed and slopes, rounding cutbanks and all pipe items showed a small loss due to a poor grade of hand labor. Concrete items were handled by Linstrom Bros. in conjunction with their bridge contract. A fair profit was shown for these items.

All crushed rock items were subcontracted to Rogers Construction Co., who in turn hired Rush and Baird to crush the material. A combination of a good quarry, good plant and good supervision allowed excellent progress and this plus low overhead enabled the contractor to place all grades of rock in stockpile at an excellent profit.

The placing of crushed rock in binder course, the mineral aggregates and the furnishing and placing of asphalt were handled by Babler Bros. Excellent progress and a very low move in cost allowed a substantial profit for the oiling items.

This project was very well handled by the various contractors performing the work. As a result of less solid being encountered than anticipated, the high daily output and little down time on the part of the crushing operations, good progress and no move in costs on the part of the concrete contractor and excellent progress and small move in costs on the part of the oiling contractor, the costs of the project were kept low and allowed an all over profit of 24%.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

S-11(2)

Files

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FORM E-30 20M 9-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JAN 9
FOR FILING

SUBJECT: Request for release of warrants on final estimates.

To:
Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	18739	2846	13-Final	J. C. Papin	9,845.94	320549	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

Your notice of acceptance is on file with us for this job.

aaw

NOTED ON CARD
1-7-48, gf

ACCOUNTING DIVISION
By aaw
Bookkeeping Dept.

Approved Floyd Query
acting Secretary

RECEIVED
DEC 15 1947
FOR FILING

5-11-

[illegible]

December 11, 1947

United Pacific Insurance Co.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

You are hereby notified that State Highway Contract No. 2846 for work on the West Unit, Love Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County has been completed by the contractor, J. C. Papin, and that final payment in the amount of $9,845.94 will be made after acceptance by the Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $331,280.37 and that no force account work was performed therein. This contract was completed on October 15, 1947 but has not been accepted by the Highway Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley, Agent
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD

12-12-47 gl

RECEIVED
DEC 8 1947
FOR FILING

S-11 (2)

December 4, 1947

Mr. J. C. Papin
408 Sommer Bldg.
Baker
Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 25, 1947, had under discussion your request for an extension of time 15 days, from September 30 to October 15, 1947, within which to complete your contract No. 2846 for the West Unit, Love Bridge-Black Bridge Section of the Baker-Homestead Highway, in Baker County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was based upon the recommendation of the State Highway Engineer and his report, which considered but did not necessarily adopt either or any of the reasons stated in your request.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Paul Van Scoy

NOTED ON CARD
12-4-47, gl

RECEIVED
NOV 28 1947
FOR FILING

S 11 /21

November 24, 1947

United Pacific Insurance Co.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J.C. Papin on contract No. 2846, covering West Unit, Love Bridge-Black Bridge Section of the Baker-Homestead Highway, in Baker County. This payment, in the amount of $21,265.73, will be made on or after December 4, 1947. The retained percentage is $9,941.27.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley, Agent
901 S.W. Washington St.
Portland 5, Oregon

NOTED ON CARD
11-24-47 g

RECEIVED
NOV 19 1947
FOR FILING

S-11 (2)

November 12, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 2 to establish the cost of cement on the West Unit, Love Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County, Contract No. 2846, in connection with Federal Aid Project No. S-11 (2).

Very truly yours,

W. C. Williams
Asst. State Highway Engineer

DEP:SM

Encl.

kw

RECEIVED
NOV 6 1947
FOR FILING

S-11(2)

2846

November 5, 1947

Oregon State Highway Commission

Gentlemen:

There is enclosed herewith a request for extension of time from September 30, 1947 to October 15, 1947, on the West Unit, Love Bridge-Black Bridge Section, Baker-Homestead Highway.

The contractor, Mr. J. C. Papin, gives as his reason for his inability to complete the contract on time, the delay in construction of Love Bridge crossing Powder River. The delay in completing the bridge prohibited the grading contractor from completing the bridge approaches. There also was some delay in procuring equipment to complete the oil surfacing.

It is recommended that the extension be granted without penalty, such extension being concurred in by T. M. Davis, Public Roads Administration.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc - W. C. Williams

RECEIVED
OCT 30 1947
FOR FILING

S-11(2)

October 22, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on October 15, 1947, on Contract No. 2846, West Unit, Love Bridge-Black Bridge Section, in connection with Federal Aid Project No. S-11 (2).

Very truly yours,

W. C. Williams
Asst. State Highway Engineer

DBP:GS

cc: Oscar Cutler

RECEIVED
OCT 16 1947
FOR FILING

S-11 (2)

#2846

October 15, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2846, West Unit, Love Bridge-Black Bridge Section of the Baker-Homestead Highway, from September 30 to October 15, 1947, to J. C. Papin, Contractor.

Mr. Papin is primarily a grading contractor and was unable to procure equipment to lay the surfacing, except at such times when the equipment was not being used. The grading of this contract was finished in sufficient time to have completed the entire job had he been able to secure spreaders and blades to lay the surfacing.

Also, the Love Bridge was not completed until September 27, and had the surfacing job been completed earlier there would undoubtedly have been additional expense and a less satisfactory job in constructing the approaches to the bridge.

I would recommend that this extension be granted without penalty.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

Form E-1—5M—7-46

8-11. (2)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 10, 19

Section West Unit, Love Bridge-Black Bridge

Kind of work Grading, Surfacing & Oiling

Highway Baker-Homestead

Section prefix 1-1011

Contractor J. C. Papin

Contract number 2846

Date of contract Oct. 28 1946, 19

Date of completion Sept. 30 1947, 19

Date work started November 17, 1946, 19

Estimated date of completion Oct. 15, 1947, 19

Amount of contract $332,918.00

Per cent of time elapsed over %

Estimated cost of completed project, exclusive of engineering . . . . $ 332,918.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 15,000.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work in connection witht he oiling operations was completed this week, however, a small force has remained on the project to place shoulder material and to do such cleaning up work as is necessary. It is anticipated that this work will be completed early next week.

NOTED
H.G. SMITH

OCT 11 1947

Signed

Address Baker.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities		COMPLETE	COMPLETE	COMPLETE	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Grader 1 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Rain		
Thursday	"		
Friday	"		
Saturday			

STATE PRINTING DEPT.

RECEIVED
AUG 11 1947
FOR FILING

S-11(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
[illegible]
PORTLAND 8, OREGON

July 28, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-11(2)
West Unit, Love Bridge-Black Bridge
Section, Baker-Homestead Highway.

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement for the above project.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

Encl.

RECEIVED
STATE H[illegible] COMMISSION

Jon

orm PR 2 (Revised 1946)

State OREGON WA8 pr 7282

Federal Aid Secondary Project No. S-11(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of July, 1947, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of June, 1946, a project statement, which was approved on the 22nd day of July, 1946, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 11th day of October, 1946; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred twenty-four thousand, eight hundred and 00/100 dollars ($224,800.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. [illegible], Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1049+00 in the SE 1/4, Section 32, T. 8 S., R. 43 E., W.M., and survey station 1330+65 in the NE 1/4, Section 1, T. 9 S., R. 43 E., W.M., without exception.

, length 5.334 miles, in Baker County, being Oregon Federal Aid / Secondary project No. S-11(2), consisting of 5.305 miles of roadway and two bridges, each of more than 20 feet clear span, 0.029 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

RECEIVED
★ JUL 21 1947 ★
OREGON DISTRICT

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred twenty-four thousand, eight hundred and 00/100 dollars ($224,800.00), which does not exceed the authorized Federal pro rata share of three hundred eighty-seven thousand, five hundred eighty-four and 45/100 dollars ($387,584.45), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
★ JUL 21 1947 ★
OREGON DISTRICT

S-11-2

June 12, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis of project agreement for the West Unit, Love Bridge-Black Bridge Section, Project No. S-11 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:EM

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-11 (2)

WEST UNIT, LOVE BRIDGE-BLACK BRIDGE SECTION
OF THE BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 28, 1947

Roadway (Sta. 1049 to 1330+65)(Contract No. 2846)

All Required		Clearing and Grubbing		$ 8,000.00
500	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,500.00
390	cu. yds.	Trench Excavation, Unclassified	2.00	780.00
215,900	cu. yds.	General Excavation, Unclassified	0.78	168,402.00
338,000	yd. sta.	Short Overhaul	0.02	6,760.00
3,700	C-yd. sta.	Long Overhaul	0.50	1,850.00
19,000	lin. ft.	Rounding Outbanks	0.12	2,280.00
5.31	miles	Finishing Roadbed and Slopes	600.00	3,186.00
550	lin. ft.	18" Corr. Metal Pipe	3.00	1,650.00
140	lin. ft.	24" Corr. Metal Pipe	3.75	525.00
110	lin. ft.	36" Corr. Metal Pipe	8.00	880.00
10	lin. ft.	60" Corr. Metal Pipe	18.00	180.00
40	lin. ft.	12" Concrete Pipe	2.00	80.00
300	lin. ft.	24" Concrete Pipe	5.00	1,500.00
20	lin. ft.	30" Concrete Pipe	7.00	140.00
190	lin. ft.	36" Concrete Pipe	10.00	1,900.00
280	lin. ft.	18" Corr. Metal Siphon Pipe	3.50	980.00
180	lin. ft.	Salvaging Culvert Pipe	5.25	945.00
20	cu. yds.	Concrete End Basins	60.00	1,200.00
3	M-FBM	Douglas Fir in Flume	150.00	450.00
220	lin. ft.	Metal Flume No. 30	3.00	660.00
110	cu. yds.	Riprap	2.00	220.00
10,700	cu. yds.	1" - 0" Rock in Cushion Course	2.60	27,820.00
13,200	cu. yds.	4" - 2" Rock in Base	2.60	34,320.00
8,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.60	20,800.00
1,000	M-gal.	Sprinkling	1.50	1,500.00
5.31	miles	Preparation of Base	200.00	1,062.00
620	cu. yds.	3/4" - 0" Rock in Binder Course	3.75	2,325.00
3,500	cu. yds.	Furnishing and Placing Aggregates	3.75	13,125.00
100	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	3,500.00
230	tons	Furnishing and Placing 151-200 Asphalt	35.00	8,050.00

66 tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	$ 35.00	$ 2,310.00
	Subtotal		$318,880.00
	10% Engr. & Cont.		31,888.00
	Total		$350,768.00

Structure (Sta. 1078+85.4 to 1079+10.6)(Contract No. 2846)

60 cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 180.00
100 cu. yds.	General Excavation, Unclassified	0.78	78.00
134 cu. yds.	Class "A" Concrete	50.00	6,700.00
21,500 lbs.	Metal Reinforcement	0.12	2,580.00
			$ 9,538.00

Love Bridge (Sta. 1057+34 to 1058+6)(Contract No. 2860)

All Required	Shoring, Cribbing, Etc.		$ 1,500.00
65 cu. yds.	Structural Excavation	$10.00	650.00
10 cu. yds.	Structural Excavation Below Elevations Shown	25.00	250.00
220 cu. yds.	Class "A" Concrete	58.00	12,760.00
45,400 lbs.	Metal Reinforcement	0.10	4,540.00
285 lin. ft.	Metal Handrail	10.90	3,106.50
All Required	Removal of Old Bridge		1,125.00
			$ 23,931.50
	Subtotal		$ 33,469.50
	10% Engr. & Cont.		3,346.95
	Total		$ 36,816.45

Length of Roadway	5.309 miles
Length of Structures	.025 mile
Total Length	5.334 miles
Cost per mile, Roadway	$66,070.44

SUMMARY OF FUNDS

Item	Total Cost	FAS Funds	State Funds
Roadway	$350,768.00	$203,446.00	$147,322.00
Structures	36,816.65	21,354.00	15,462.65
	$387,584.65	$224,800.00	$162,784.65

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1929

State Funds for Maintenance: Chap. 529, Laws 1929

MONTANA
OREGON
WASHINGTON
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S-11(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~[illegible]~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

December 17, 1946

Finkelman says that the pipe was 24" diam.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to test report covering 36 inch concrete culvert pipe manufactured by the Island City Concrete Pipe Company for use on Oregon Project S-11(2), the West Unit, Love Bridge-Black Bridge Section.

It is noted this pipe made on November 23, 1946 and tested at the plant is considered satisfactory for use. Attention is called to the thickness of the shell listed as 2-1/2 inches, while the approved specifications specify 3-3/8 inches for 4500 lb. concrete and 4 inches for 3500 lb. concrete.

It is requested instructions be given so that the pipe to be used on this project be manufactured in conformance with the specifications.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Corrected report
sent to Davis
Dec. 16

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DEC 18 1946
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

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FOR FILING

December 16, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplemental P.S.& E. documents for Oregon Federal Aid Secondary Project No. S-11(2), West Unit, Love Bridge - Black Bridge Section of the Baker-Homestead Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
DEC 17 1946
OREGON
STATE HIGHWAY COMMISSION

Im

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JUN 13 1947
FOR FILING

S-11-2

December 6, 1946

Mr. F. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Love Bridge, Project No. S-11 (2).

One set of blue print plans and six bid proposals are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWH:EM

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-11 (P)

WEST UNIT, LOVE BRIDGE-BLACK BRIDGE SECTION OF THE BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 6, 1946

Roadway (Sta. 1049 to 1370+65) (Contract No. 2846)

All Required		Clearing and Grubbing		$ 8,000.00
500	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,500.00
390	cu. yds.	Trench Excavation, Unclassified	2.00	780.00
215,900	cu. yds.	General Excavation, Unclassified	0.78	168,402.00
338,000	yd. sta.	Short Overhaul	0.02	6,760.00
3,700	C-yd. stas.	Long Overhaul	0.50	1,850.00
19,000	lin. ft.	Rounding Cutbanks	0.12	2,280.00
5.31	miles	Finishing Roadbed and Slopes	600.00	3,186.00
550	lin. ft.	18" Corr. Metal Pipe	3.00	1,650.00
140	lin. ft.	24" Corr. Metal Pipe	3.75	525.00
110	lin. ft.	36" Corr. Metal Pipe	8.00	880.00
10	lin. ft.	60" Corr. Metal Pipe	18.00	180.00
40	lin. ft.	12" Concrete Pipe	2.00	80.00
300	lin. ft.	24" Concrete Pipe	5.00	1,500.00
20	lin. ft.	30" Concrete Pipe	7.00	140.00
190	lin. ft.	36" Concrete Pipe	10.00	1,900.00
280	lin. ft.	18" Corr. Metal Siphon Pipe	3.50	980.00
180	lin. ft.	Salvaging Culvert Pipe	5.25	945.00
20	cu. yds.	Concrete End Basins	60.00	1,200.00
3	M-FBM	Douglas Fir in Flume	150.00	450.00
220	lin. ft.	Metal Flume No. 30	3.00	660.00
110	cu. yds.	Riprap	2.00	220.00
10,700	cu. yds.	1" - 0" Rock in Cushion Course	2.60	27,820.00
13,200	cu. yds.	4" - 2" Rock in Base	2.60	34,320.00
8,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.60	20,800.00
1,000	M-gal.	Sprinkling	1.50	1,500.00
5.31	miles	Preparation of Base	200.00	1,062.00
620	cu. yds.	3/4" - 0" Rock in Binder Course	3.75	2,325.00
3,500	cu. yds.	Furnishing and Placing Aggregates	3.75	13,125.00
100	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	3,500.00

230	tons	Furnishing and Placing 151-200 Asphalt	$ 35.00	$ 8,050.00
66	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	35.00	2,310.00
			Subtotal	$318,880.00
			10% Engr. & Cont.	31,880.00
			Total	$350,768.00

Structure (Sta. 1078+89.4 to 1079+10.6)(Contract No. 2846)

60	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 180.00
100	cu. yds.	General Excavation, Unclassified	0.78	78.00
134	cu. yds.	Class "A" Concrete	50.00	6,700.00
21,500	lbs.	Metal Reinforcement	0.12	2,580.00
				$ 9,538.00

Love Bridge (Sta. 1057+34 to 1058+66)

All Required		Shoring, Cribbing, Etc.		$ 1,500.00
65	cu. yds.	Structural Excavation	$ 9.00	585.00
10	cu. yds.	Structural Excavation Below Elevations Shown	12.00	120.00
220	cu. yds.	Class "A" Concrete	50.00	11,000.00
45,400	lbs.	Metal Reinforcement	0.09	4,086.00
285	lin. ft.	Metal Handrail	10.00	2,850.00
All Required		Removal of Old Bridge		1,600.00
				$ 21,741.00
			Subtotal	$ 31,279.00
			10% Engr. & Cont.	3,127.90
			Total	$ 34,406.90

Length of Roadway	5.309 miles
Length of Structures	.025 mile
Total Length	5.334 miles
Cost per mile, Roadway	$66,070.44

SUMMARY OF FUNDS

Item	Total Cost	FAS Funds	State Funds
Roadway	$350,768.00	$136,601.00	$214,167.00
Structures	34,406.90	13,399.00	21,007.90
	$385,174.90	$150,000.00	$235,174.90

LOVE BRIDGE

PROJECT NO. S-11 (2)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

December 6, 1946

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DEC 10 1946
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S-11 (2)

December 2, 1946

Mr. T. R. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, are copies of Price Agreement No. 1 covering the furnishing and placing of 32 feet of 72-inch corrugated metal pipe for a cattle pass at Station 1221 + 30 on the West Unit, Love Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County, Contract No. 2846, in connection with Federal Aid Project No. S-11 (2).

This cattle pass will eliminate the hazard created by driving cattle across the highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

DRP:SM
Encl.

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NOV 20 1946
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S-11 (2)

November 19, 1946

Mr. J. C. Papin
408 Sommer Bldg.
Baker
Oregon

Dear Sir:

We are sending you today, by express, a fully executed copy of contract No. 2846 which was awarded to you on October 28, 1946 by the State Highway Commission, covering grading and oil mat surfacing on the West Unit, Love Bridge-Black Bridge Section of the Baker-Homestead Highway, in Baker County. This copy is for your records and files.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

RECEIVED
OCT 31 1946
FOR FILING

S-11 (2)

October 30, 1946

J. C. Papin
Box 258
Sandy, Oregon

#2146

Dear Sir:

The State Highway Commission on October 28, awarded you the contract for grading, oil-mat surfacing and furnishing crushed rock in stockpiles on the West Unit of the Love Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County. This award was based on your low bid of $332,918.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr
cc - S. H. Probert

Jm

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

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S-11 (2)

October 28, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. S-11(2), West Unit, Love Bridge-Black Bridge Section of the Baker - Homestead Highway, to J. C. Papin, Baker, Oregon, who submitted the low bid.

Our concurrence is also made on the basis that Federal participation will not exceed the programmed amount of Federal funds unless and until requests for any additional funds are approved by the Division Engineer or Commissioner.

Very truly yours,

T. M. DAVIS
District Engineer.

RECEIVED
NOV 6 1946
OREGON
STATE HIGHWAY COMMISSION

Jn

to the account of ______ $

	CABLE	
	ORDINARY	
	URGENT RATE	
	DEFERRED	
	NIGHT LETTER	X
SERVICE	SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

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OCT 18 1946
FOR FILING

WESTERN UNION

1211-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

S-11 (2)

NIGHT LETTER - COLLECT

SALEM, OREGON
OCTOBER 17, 1946

S. J. KRISINGER
MANAGER, ASPHALT SALES
SINCLAIR REFINING COMPANY
DENVER, COLORADO

REURTEL 17TH. FOR PROJECT S-11 (2) BAKER COUNTY, PROBABLE SHIPPING DESTINATION AT BAKER, 100 TONS RC-3, 230 TONS 151-200 AND 66 TONS RC-3 OR EMULSIFIED. FOR TUTUILLA PROJECT IN UMATILLA COUNTY, AT PENDLETON, 20 TONS RC-3, 64 TONS 121-150 AND 14 TONS RC-3 OR EMULSIFIED. FOR PROJECT S-259 (4) UNION COUNTY, AT UNION, 140 TONS RC-3, 170 TONS 151-200 AND 96 TONS RC-3 OR EMULSIFIED. FOR KIMBERLY-DRY CREEK PROJECT IN GRANT COUNTY, AT CONDON, 50 TONS RC-3, 120 TONS 151-200 AND 70 TONS RC-3 OR EMULSIFIED. FOR PROJECT S-62 (2) GRANT COUNTY, AT CONDON, 150 TONS RC-3, 174 TONS 151-200 AND 100 TONS RC-3 OR EMULSIFIED. FOR PROJECT S-90 (1) HARNEY COUNTY, AT BURNS, 120 TONS RC-3, 280 TONS 151-200 AND 80 TONS RC-3 OR EMULSIFIED.

R. H. BALDOCK

THE FOLLOWING TERMS:

...OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(57)

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NT = Overnight Telegram
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRC173 68 5 EXTRA SER=DENVER COLO 17 140P

R H BALDOCK= 1946 OCT 17 PM 1 25

=STATE HIGHWAY ENGINEER STATE OFFICE BLDG S

=APPRECIATE YOUR WIRING COLLECT PROBABLE SHIPPING DESTINATION AND ACTUAL GRADES AND QUANTITY ASPHALT REQUIRED FOR FEDERAL PROJECT S-11 (2) BAKER COUNTY, TUTUILA SECTION PENDLETON JOHN DAY HIGHWAY IN UMATILLA COUNTY, FEDERAL AID PROJECT S-259 (4) UNION COUNTY, KIMBERLY DRY CREEK SECTION OF LONG CREEK SECONDARY HIGHWAY GRANT COUNTY, FEDERAL AID PROJECT S-62 (2) GRANT COUNTY AND FEDERAL AID PROJECT S-90 (1) HARNEY COUNTY

S J KRISINGER MGR ASPHALT SALES SINCLAIR REFINING CO.

S-11 (2) S-259 (4) S-62 (2) S-90 (1).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

Division 8

October 11, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. S-11(2), West Unit, Love Bridge - Black Bridge Section of the Baker - Homestead Highway in Baker County, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

In accordance with Mr. Probert's telephone request, we have revised the summary of funds on the second page of the estimate by reducing the total Federal funds to $140,000.

We compute the length of the project as submitted as 5.309 miles instead of 5.334 miles. The latter figure includes the Love Bridge which is shown as an exception on the title sheet.

Right-of-entry will be necessary in the case of presently unacquired right-of-way before we can concur in contract award.

Very truly yours,

T. M. DAVIS
District Engineer.

By: H A Stoddart
H. A. Stoddart
Sr. Highway Engineer.

RECEIVED
OCT 15 1946
STATE HIGHWAY COMMISSION

WEST UNIT, LOVE BRIDGE-BLACK BRIDGE SECTION

PROJECT NO. S-11 (2)

While negotiations for rights of way are in progress, seven parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within thirty days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

September 28, 1946

Oregon State Highway Department

Federal Aid Secondary
Project No. S-11 (2)

WEST UNIT, LOVE BRIDGE-BLACK BRIDGE SECTION
OF THE BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 28, 1946

Roadway (Sta. 1049 to 1370+65)

All Required		Clearing and Grubbing		$ 3,000.00
500	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,500.00
390	cu. yds.	Trench Excavation, Unclassified	3.00	1,170.00
215,900	cu. yds.	General Excavation, Unclassified	.70	151,130.00
338,000	yd. sta.	Short Overhaul	.02	6,760.00
3,700	C-yd. sta.	Long Overhaul	.50	1,850.00
19,000	lin. ft.	Rounding Cutbanks	.12	2,280.00
5.31	miles	Finishing Roadbed and Slopes	400.00	2,124.00
550	lin. ft.	18" Corr. Metal Pipe	3.00	1,650.00
140	lin. ft.	24" Corr. Metal Pipe	4.50	630.00
110	lin. ft.	36" Corr. Metal Pipe	8.00	880.00
10	lin. ft.	60" Corr. Metal Pipe	20.00	200.00
40	lin. ft.	12" Concrete Pipe	2.00	80.00
300	lin. ft.	24" Concrete Pipe	4.50	1,350.00
20	lin. ft.	30" Concrete Pipe	7.00	140.00
190	lin. ft.	36" Concrete Pipe	9.00	1,710.00
280	lin. ft.	18" Corr. Metal Siphon Pipe	3.50	980.00
180	lin. ft.	Salvaging Culvert Pipe	1.50	270.00
20	cu. yds.	Concrete End Basins	40.00	800.00
3	M-FBM	Douglas Fir in Flume	120.00	360.00
220	lin. ft.	Metal Flume No. 30	4.00	880.00
110	cu. yds.	Riprap	5.00	550.00
10,700	cu. yds.	1" - 0" Rock in Cushion Course	2.50	26,750.00
13,200	cu. yds.	4" - 2" Rock in Base	2.50	33,000.00
8,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	20,000.00
1,000	M-gals.	Sprinkling	2.00	2,000.00
5.31	miles	Preparation of Base	150.00	796.50
620	cu. yds.	3/4" - 0" Rock in Binder Course	3.75	2,325.00
3,500	cu. yds.	Furnishing and Placing Aggregates	3.75	13,125.00
100	Tons	Furnishing and Placing MC-3 Asphalt in Binder Course	35.00	3,500.00

230	tons	Furnishing and Placing 151-200 Asphalt	$ 35.00	$ 8,050.00
66	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	35.00	2,310.00
			Subtotal	$292,150.50
			10% Engr. & Cont.	29,215.05
			Total	$321,365.55

Structure (Sta. 1078+88.4 to 1079+10.6)

60	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 180.00
100	cu. yds.	General Excavation, Unclassified	.70	70.00
134	cu. yds.	Class "A" Concrete	40.00	5,360.00
21,500	lbs.	Metal Reinforcement	.08	1,720.00
			Subtotal	$ 7,330.00
			10% Engr. & Cont.	733.00
			Total	$ 8,063.00

5.305	Length of Roadway	5.299 miles
0.004	Length of ~~2~~ Structures	.035 mile
5.309	Total Length of Project	5.334 miles — 5.3[illegible]
	Cost per mile, Roadway	$60,646.45

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$321,365.55	$146,329.00	$175,036.55
Structure	8,063.00	3,671.00	4,392.00
	$329,428.55	$150,000.00	$179,428.55

[illegible]

21-1019 Oceanlake Sec., Oregon Coast 1946
Hwy.
#2847

RECEIVED
JUN 16 1947
FOR FILING

Files

21-1019

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 14, 1947

SUBJECT: Request for release of warrants on final estimates.

To:
Mr. H. B. Glaisyer
O-f-f-i-c-e

Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1. 7943	2847	3-Final	Knight Pearcy	500.00	310126	
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						

Mr. Glaisyer:

We have your acceptance notice on file for this job.
aaw

ACCOUNTING DIVISION

By aaw
Bookkeeping Dept.

NOTED ON CARD
6-14-47 gl

Approved H B Glaisyer
Secretary

RECEIVED
FEB 8 1947
FOR FILING

21-1617

February 7, 1947

United Pacific Insurance Co.
Jo Stroyan, Agent
Board of Trade Bldg.
Portland 4, Oregon

Dear Sir:

You are hereby notified that State Highway Contract No. 2847 for landscaping on the Oceanlake Section of the Oregon Coast Highway, in Lincoln County, has been completed by the contractor, Knight Pearcy Nursery, and that final payment in the amount of $$500.00 will be made on or after February 17, 1947.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $4,822.51, and that no force account work was performed therein. This contract was completed on December 27, 1946 and accepted by the Commission on February 4, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

2-7-47, gl

RECEIVED
JAN 17 1947
FOR FILING

21-1019

January 15, 1947

United Pacific Insurance Co.
Jo Stroyan, Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Knight Pearcy Nursery, on contract No.2847, covering the Oceanlake Section of the Oregon Coast Highway, in Lincoln County. This payment, in the amount of $1,480.90, will be made on or after January 25, 1947. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
1-15-47 gl

Form E-1—5M—7-46

21-1019

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 11, 1947

Section Oceanlake

Kind of work Landscaping

Highway Oregon Coast

Section prefix 21-1019

Contractor Knight Pearcy Nursery

Contract number 2847

Date of contract Oct. 28, 1946

Date of completion Dec. 31, 1946

Date work started Dec. 2, 1946

Estimated date of completion Dec. 15, 1946

Amount of contract $ 4,661.31

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 4,661.31

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 287.16, 0.0616 %

Date project was completed Dec. 27, 1946

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final Estimate was sent in on Jan.6.

RECEIVED
1947
JAN 11
NOTED

Signed James E Felston

Address Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

Jm

RECEIVED
NOV 22 1946
FOR FILING

21-1019

November 21, 1946

Knight Pearcy Nursery
P.O. Box 12
Salem, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2847 which was awarded to you on October 28, 1946, by the State Highway Commission, covering landscaping the Oceanlake Section of the Oregon Coast Highway in Lincoln County. This copy is for your records.

An executed copy of the contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

W

Recorded
gk

RECEIVED
OCT 31 1946
FOR FILING

21-1017

October 30, 1946

Knight Pearcy Nursery Co.
Post Office Box 12
Salem, Oregon

Gentlemen:

The State Highway Commission on October 28, awarded you the contract for landscaping and furnishing and planting native shrubs and vines on the Oceanlake Section of the Oregon Coast Highway in Lincoln County. This award was based on your low bid of $4,661.31 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr
cc - S. H. Probert

122-1120 Sanderson Bridge Revetment 1946
Sec. adjacent to Albany-Lyons
#2848 Hwy.

[illegible]ED
JUN 2 1947
[illegible]R FILING

722-1120

May 29, 1947

Hartford Accident and Indemnity Co.
Pacific Department
Hartford Building
San Francisco 20, California

Attention: Mr. R. D. Shine
Surety Department

Dear Mr. Shine:

Reply is made to your letter of May 28 inquiring concerning the status of completion of Dobyns & Webb contract No. 2848 for construction of a revetment at Sanderson Bridge on the Albany-Lyons Secondary Highway, Linn County, Oregon.

Investigation of the records reveals that this job was completed by the contractor on November 25, 1946, and was formally accepted by the State Highway Commission at its meeting on December 30, 1946. Final payment in connection with the job was released on January 9, 1947.

Investigation also reveals that, insofar as the records of the State Highway Commission are concerned, there are no outstanding claims against the work.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

hbg;ee

Contract #2848

PAUL RUTHERFORD, PRESIDENT

Hartford Accident and Indemnity Company

ADDISON C. POSEY
VICE-PRESIDENT

PACIFIC DEPARTMENT, HARTFORD BUILDING
SAN FRANCISCO 20, CALIFORNIA

FIDELITY AND SURETY DEPARTMENT
A. L. BLACKBURN, SUPERINTENDENT

May 28, 1947

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Bond No. 2285459-Dobyns, I. B. & Webb, J. B. DBA Dobyns & Webb, State of Oregon, Contract: Albany-Lyon Secondary Highway, Revetment K. Sunderson Bdge.

We are surety on the above caption bond and received from you on December 19, 1946, correspondence to the affect that the work on this contract had been completed but had not as yet been accepted by the Commission, and also that you had anticipated that it would be accepted about the first of the year.

We are endeavoring at this time to obtain termination evidence and would appreciate it very much if you could give us the necessary authority.

Very truly yours,

R. D. Shine

R. D. Shine
Surety Department

RDS:aa

REFERRED TO
Query
BY SECRETARY

to note

RECEIVED
MAY 29 1947
OREGON
STATE HIGHWAY COMMISSION

122-1120

RECEIVED
DEC 23 1946
FOR FILING

RH Baldock

FINAL COST ANALYSIS

Contract #2848 — Prefix 122-1120
Sanderson Bridge Revetment — Riprap — Albany-Lyons Highway
Dobyns & Webb, Contractors
A. V. Benedict, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
General Excavation, Unclassified	539.4	Cu. Yd.	$0.42	$1.20	$227.00	$637.28
Rock Revetment Material	4,394.0	" "	2.33	3.20	10,274.82	14,060.00
					$10,501.82	$14,708.00

Gross Revenue	$14,708.00
Total Cost	10,501.82
Net Profit	$4,206.16

Net Profit Equals 28½% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:

Supervision (I. M. Dobyns 1 Mo. at $500.00)	$500.00	
Labor	368.41	
State Ind. Acc. Ins. (Including Truck Hire)	34.90	
Social Security	3.29	
Unemployment Compensation	6.58	
		$913.18

Equipment Rental & Misc. Expense:

Royalty	$746.98	
Shovel Rental, Fully Operated	925.68	
Compressor Rental, Fully Operated	990.93	
Cat & Dozer Rental, Fully Operated	935.00	
Truck Rental, Fully Operated	4,425.00	
Explosives	473.71	
Move In & Freight Cartage	537.24	
Room Rent & Meals	105.36	
Traveling Expense	64.79	
Mis. Supplies & Small Tools	18.85	
Public Liability	128.10	
Bond	137.00	
Office Overhead	100.00	
		9,588.64

Total Cost $10,501.82

Sanderson Bridge Revetment

Unit Cost of Various Operations on Riprap in Revetment

	Cost	Quantity Cu. Yds.	Unit Cost
Drill and Shoot	$1,948.12	4,394	$0.44
Loading	1,200.08	"	0.27
Hauling	4,572.38	"	1.04
Handle on Fill	1,022.44	"	0.23
Move In, Supt., Bond & Overhead	784.82	"	0.18
Royalty	746.98	"	0.17
Total	$10,274.82	4,394	$2.33

Sanderson Bridge Revetment

Remarks:

This contract, which required excavation for placing riprap for slope protection on a 0.22-mile section on the northerly bank of the South Santiam River, which is approximately 1.4 miles west of Crabtree on the Albany-Lyons Highway, was bid and awarded the 28th of October, 1946. The contractors started the work on November 5th, and completed on November 25th.

The excavation consisted of straightening of river bank with cat and dozer, preparatory to filling in with riprap.

The riprap material was secured from a quarry located about 1 mile east of Lebanon and owned by Mrs. Wolfe. The contractors drilled and shot the quarry 3 times, using 1½ tons of powder in securing the necessary quantity.

The loading was done with a 3/4 cu. yd. shovel at the rate of 53½ cu. yd. per hour, using an average of 13 trucks in hauling the material. The length of haul was 9.8 miles. The contractors rented the compressor, shovel, cat and dozer and all trucks; also paid $0.17 royalty for rock.

The contractors made an excellent profit due to high bid price, good management and equipment.

E. H. Clymer
Cost Analyst

By . . Geo. Kayser

RECEIVED
DEC 20 1946
FOR FILING

122 - 1120

December 19, 1946

Hartford Accident & Indemnity Co.,
Merrill D.Ohling, Agent
275 State Street
Salem, Oregon

Dear Sir:

You are hereby notified that State Highway contract No.2848 for work on the Sanderson Bridge Revetment Section of the Albany-Lyons Secondary Highway, in Linn County, has been completed by the contractor, Dobyns & Webb, and that final payment in the amount of $500.00 will be made after the job has been accepted by the Highway Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $14,868.08, and that no force account work was performed therein. This contract was completed on November 25, 1946, but has not as yet been accepted by the Commission, however, we anticipate that it will be at the meeting scheduled for December 30 and 31.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

H. B. Glaisyer
Secretary

gl 12-19-46 gs

December 17, 1946

[illegible] & Webb
630 North Capitol Street
Salem, Oregon

Gentlemen:

Further reference is made to the claim filed by Albert W. Benton against you in connection with Contract No. 2848 covering revetment work at Sanderson Bridge on the Albany-Lyons Highway.

We have now been advised that this claim has been paid in full.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RE:dr

December 17, 1946

Hartford Accident & Indemnity Company
Merrill D. Ohling, Agent
275 State Street
Salem, Oregon

Gentlemen:

On December 5, we advised you that a claim had been filed against Dobyns and Webb, contractors in connection with Contract No. 2848 for revetment at Sanderson Bridge on the Albany - Lyons Highway in Linn County, by Albert W. Denton.

We have received a letter from Albert W. Denton stating that this claim has been paid in full and are advising you in order that you may clear the contractors record in this regard.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RE:dr

McLaughlin Hts.
Vancouver, Wash.

Ore. State Hiway Comm.
Salem Ore.
Gentlemen -

Answering your letter of recent date regarding claim against Dobyns & Webb wish to advise that this claim has been paid in full.

Yours very truly
Albert V Denton

RECEIVED
DEC 16 1946
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

note on card.
notify contractor + surety

RECEIVED
DEC 18 1946
FOR FILING

123-1120

December 11, 1946

2848

Mr. Albert W. Denton
P. O. Box 1199
McLaughlin Heights
Vancouver, Washington

Dear Mr. Denton:

This office has received a copy of a letter from E. L. Crawford, attorney, to Dobyns and Webb, contractors for the Sanderson Bridge Revetment Project adjacent to the Albany-Lyons Highway, in Linn County, transmitting to the contractor a general release from you which fully settles and concludes your claim against this contractor.

In order that the Highway Commission's records and files may be complete in this matter it will be appreciated if you will advise us by letter that you have received full settlement for this claim.

Thank you for this information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

eo

E. L. CRAWFORD
ATTORNEY AT LAW
LADD & BUSH BANK BUILDING
SALEM, OREGON

December 9, 1946.

Contract #2848

Dobyns and Webb,
1705 N. Winter Street
Salem, Oregon.

Dear Sirs:

Enclosed is a general release from Albert W. Denton covering the rental for the cat tractor and two trucks, which release fully settles and concludes his claim in that respect.

COPY

Very truly yours,

E. L. CRAWFORD

ELC dm
encls.

cc - State Highway Department

- Hartford Accident & Indemnity Co.

RALPH EGGSTAFF

NOTED ON CARD
12-10-46,

RECEIVED
DEC 10 1946
OREGON
STATE HIGHWAY COMMISSION

PO Box 1177
[illegible] Heights
Vancouver

RECEIVED
DEC 6 1946
FOR FILING

122-1120

December 6, 1946

Hartford Accident & Indemnity Co.
Merrill D. Ohling, Ins., Agent
275 State Street
Salem, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Dobyns & Webb, on contract No. 2848, covering revetment on the Sanderson Bridge Section of the Albany-Lyons Secondary Highway in Linn County. This payment, in the amount of $11,830.08, will be made on or after December 16, 1946. The retained percentage is $500.00.

There are claims filed against this project by Albert W. Denton of which you have been previously notified, in the amount of $1312.00.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
12-6-46 gl

RECEIVED
DEC 9 1946
FOR FILING

122-120

E. L. CRAWFORD
ATTORNEY AT LAW
LADD & BUSH BANK BUILDING
SALEM, OREGON

December 6, 1946.

Robert Burns, Esq.,
505 Corbett Building
Portland, Oregon

Dear Sir:

Pursuant to our telephone conversation of this morning, I am herewith enclosing the check of Dobyns and Webb payable to Albert W. Denton, in the amount of $1357.49, together with a release to be executed by Albert W. Denton to Dobyns and Webb.

You are authorized to deliver the check to Mr. Denton when he has signed the release and authorized you to return it to me.

Very truly yours,

E L Crawford
E. L. CRAWFORD

ELC dm
encls 2.

cc - Oregon State Highway Dept.
Hartford Accident & Indemn Co
Dobyns and Webb

REFERRED TO
BY SECRETARY

NOTED ON CARD
12-7-46

RECEIVED
DEC 7 1946
OREGON
STATE HIGHWAY COMMISSION

KNOW ALL MEN BY THESE PRESENTS:

That I, Albert W. Denton, in consideration of the sum of Thirteen Hundred Fifty-Seven Dollars and Forty-nine Cents ($1357.49) to me in hand paid by Dobyns and Webb, Contractors, the receipt whereof is hereby acknowledged, have released and discharged and by these presents do release and discharge the said Dobyns and Webb from all claims and demands whatsoever, and particularly those arising out of, or in any way connected with the use of Dobyns and Webb of a certain caterpillar tractor during the month of November, 1946, and the use of two trucks during the same period, said sum being accepted by me in full settlement of such claim.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this ______day of December, 1946.

______________________________(SEAL)

Executed in the Presence of:

____

____

RELEASE.

RECEIVED
DEC 6 1946
FOR FILING

122-1120

E. L. CRAWFORD
ATTORNEY AT LAW
LADD & BUSH BANK BUILDING
SALEM, OREGON .

NOTED
H. B. GLAISYER

December 5, 1946.

2848

Robert Burns, Esq.,
505 Corbett Building
Portland, Oregon.

Dear Sir:

With reference to your letter of November 26, 1946, to the Oregon State Highway Department relative to the claim of your client, Albert W. Denton, against Dobyns and Webb, contractors of this city, I will advise that the correct amount owing Mr. Denton from this firm is $1357.49, as shown by the following statement:

COPY

Nov 30	Total Truck Hire for November 1946		797.00	
	Less Board & Bed at Estacada, Ore.	11.50		
	Less Gasoline used in trucks at Estacada, Oregon	26.24		
	Less Industrial Acct. Ins.	4.81	42.55	$754.45
Nov	Cat Hire from Nov 7 to Nov 25 93½ hours at 10.00		935.00	
	Less Diesel Oil used in Cat	13.77		
	Less Greases " " "	22.17		
	Less ½ moving cat into job	91.42		
	Less Wages paid operator	189.44		
	Less Industrial Acc Ins operator	4.74		
	Less Unemployment Comp. "	3.79		
	Less Social Security "	1.89		
	Less Liability Ins.	4.74	331.96	$603.04
	Total due			$1357.49

I hold a check from Dobyns and Webb payable to Mr. Denton for this sum, which I am prepared to deliver to you on demand whenever it may be accepted in full settlement and we are provided with an appropriate release from Mr. Denton.

Very truly yours,

E. L. Crawford
E. L. CRAWFORD

NOTED
RALPH EGGSTAFF

ELC dm
cc - Oregon State Highway Dept.
- Hartford Accident & Indemnity Co.
- Dobyns and Webb

REFERRED TO [illegible]
BY SECRETARY

[illegible]

RECEIVED
DEC 6 1946
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

12-6-46, g.

RECEIVED
DEC 5 1946
FOR FILING

122-1120

December 5, 1946

Hartford Accident & Indemnity Co.
Merrill D. Ohling, Agent
275 State Street
Salem, Oregon

Dear Sir:

Attached is a copy of a claim in the amount of $1,312 which has been filed in the office of the Secretary of State by Albert W. Denton against the bond taken from Dobyns and Webb, contractors in connection with State Highway Contract No. 2848 for revetment work on the Sanderson Bridge Section of the Albany-Lyons Secondary Highway in Linn County.

This information is being furnished to you as you appear as surety in connection with the above bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RE:dr
Enc.

cc - Dobyns and Webb

NOTED ON CARD
12-5-46 gf

RECEIVED
DEC 5 1946
FOR FILING

122-1120

December 5, 1946

Dobyns & Webb
630 North Capitol Street
Salem, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $1,312 which was filed in the office of the Secretary of State on December 4, by Albert W. Benton against your bond furnished in connection with State Highway Contract No. 2848 for revetment work on the Sanderson Bridge Section of the Albany-Lyons Secondary Highway.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RE:dr
Enc.

[illegible] CARD

12-6-46, gl

RECEIVED
DEC 5 1946
FOR FILING

122-1120

December 5, 1946

Hon Robert S. Farrell Jr.,
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 4, enclosing three copies of a claim for the amount of $1,312 which has been filed in your office by Albert W. Denton against the bond of Dobyns and Webb in connection with State Highway Contract No. 2848 covering revetment work on the Sanderson Bridge Section of the Albany-Lyons Secondary Highway in Linn County.

In accordance with our usual practice we are also notifying today the surety and the contractor that this claim has been filed.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RE:dr

NOTED ON CARD
12-5-46 gl

ROBERT S. FARRELL JR.
SECRETARY OF STATE
SALEM, OREGON

December 4, 1946

Contract 2847

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon.

We received and filed as of this date, a notice of claim by Albert W. Denton for rental of equipment furnished in the amount of $1312.00 against the bond taken from Dobyns & Webb, Contractors, as principal, and Hartford Accident & Indemnity Company, as surety, for work on the Sanderson Bridge Revetment Project adjacent to the Albany-Lyons Secondary Highway in Linn County.

The notice has been filed as claim No. 3087 and three copies are enclosed for your files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Robt S Farrell Jr

Secretary of State

F:FL

ENC.

RECEIVED
DEC 5 1946
OREGON
STATE HIGHWAY COMMISSION

STATE HIGHWAY COMMISSION of the STATE OF OREGON, and
HON. ROBERT S. FARRELL, SECRETARY OF STATE, Salem, Oregon.

OFFICE COPY

In the matter of the claim of Albert W. Denton vs. Dobyns & Webb, Contractors.

Contract
2848

Comes now Albert W. Denton by James C. Denton, his Attorney in fact, and respectfully shows that heretofore and to-wit, between the 6th day of November, 1946, and the 25th day of November, 1946, Albert W. Denton, as claimant, furnished certain material and equipment to Dobyns & Webb, contractors, for the Sanderson Bridge Revetment Project adjacent to the Albany-Lyons Secondary Highway, in Linn County, Oregon, which project was completed on November 25, 1946; that claimant has endeavored to comply with the provisions of Chapter 44, Section 98-101 and Section 98-201, O.C.L.A., by filing a statement of his claim with the Secretary of State for which said contractors have refused to make settlement and payment, a copy of said notice to the Secretary of State being attached hereto and made a part hereof; that demand has been made upon said contractors by claimant, both orally and in writing, for settlement and payment, which has been refused, and it appears necessary that claimant be allowed to commence an action in the Circuit court of the County of Multnomah, State of Oregon, to obtain a settlement and payment on account of the equipment and materials furnished as stated in the Notice heretofore filed with the Secretary of State; That said contractors executed a bond to the State Highway Commission on said Project No. 2848 with themselves as principles, and Hartford Accident and Indemnity Company as surety.

WHEREFORE, claimant prays permission to commence an action in the name of the State of Oregon on claimants relief as provided by said Section 98-201, and for that purpose also request a certified copy of said contract of bond which he requests be furnished immediately.

Respectfully submitted,

ALBERT W. DENTON

BY JAMES C. DENTON
atty in fact

OFFICE COPY

Filed Sec'y of State (Claim
12-4-46
K

STATE OF OREGON)
) SS
COUNTY OF MULTNOMAH)

James C. Denton, being first duly sworn, depose and say:

That he is the Attorney in Fact for Albert W. Denton, the claimant. That he has acted for an in behalf of said claimant in all of the transactions involved in the foregoing claim; that the statement contained in the above application, as well as the statement contained in the Notice of December 3rd to Hon. Robert S. Farrell, as Secretary of State, is within the personal knowledge of this affiant, and that the facts therein stated are true.

JAMES C. DENTON

SUBSCRIBED AND SWORN TO Before me this 3rd day of December, 1946

ALBERT A. ASBAHR
Notary Public for Oregon

(SEAL)

My comm. expires: Oct. 27, 1947

TO: Hon. Robert S. Farrell
Secretary of State
State of Oregon
Capitol Building
Salem, Oregon

Notice is herby given that the undersigned, Albert W. Denton, has a claim for $1010.00 for the rental due on a caterpillar and $300.00 each due on two trucks furnished by me under contract to Dobyns & Webb, contractors for the Sanderson Bridge Revetment Project adjacent to the Albany-Lyons Secondary Highway, in Linn County, Oregon. These pieces of equipment were leased to said contractor by oral agreement. For the use of the caterpillar, they were to pay $10.00 per hour and it was used 101 hours. A credit is due the contractors for 1/2 of the hauling cost for hauling said caterpillar from Portland to the job, the total of which is $182.50, allowing credit of $91.25 to contractors. Also, contractors bought for Mr. Denton some diesel fuel and grease, the exact amount not being furnished to the claimant, but possibly not to exceed $30.00, for which contractors are entitled to credit. Contractors are also entitled to credit of $1.75 per hour for the 101 hours as a salary for the driver which they furnished to operate the same. The two trucks furnished to haul rock on said project was at an agreed price of ten cents per yard mile. Mr. Hutson, resident engineer supervisor of the job, has not furnished exact figures to claimant, but there is approximately $300.00 due on each truck, making an approximate total credit of $298.00. Net approximate balance due on caterpillar, $712.00: approximate balance due on use of trucks, $600.00; total, $1312.00.

Said Dobyns & Webb, contractors, furnished the required Contractors Bond to the State Highway Commission of Oregon with the Hartford Accident & Indemnity Company as surety to secure the payment for labor and material furnished on said project.

Said project was completed on November 25, 1946, and said contractors have refused to pay or make settlement with the claimant and still refuse to do so.

Dated at Portland, Oregon, this 3rd day of December, 1946.

ALBERT W. DENTON
Albert W. Denton

By: JAMES C. DENTON
Attorney in Fact

ENDORSED
File No. 3087
Filed December 4, 1946
Robert S. Farrell, Jr., Secretary of State

RECEIVED
DEC 5 1946
FOR FILING
122-1120

511-5

JM

December 4, 1946

H2848

Albert W. Denton
c/o Albert A. Asbahr,
Attorney at Law
505 Corbett Building
Portland 4, Oregon

Dear Sir:

We acknowledge receipt of a copy of the claim which you have filed with the Secretary of State against Dobyns and Webb in connection with our contract for Sanderson Bridge Revetment Project on the Albany-Lyons Secondary Highway in Linn County. We note that the amount of your claim is $1,312.

We also acknowledge your request for a certified copy of the above described contract, including the bond which Dobyns and Webb supplied, and are enclosing this material herewith.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

[redacted]
Enc.

cc - Albert W. Denton
P.O. Box 1199 McLaughlin Heights
Vancouver, Washington

NOTED ON CARD
12-4-46, JL

~~NOTED ON CARD~~
~~12-4-46, JL~~

#2848

STATE HIGHWAY COMMISSION of the STATE OF OREGON, and
HON. ROBERT S. FARRELL, SECRETARY OF STATE, Salem, Oregon.

In the matter of the claim of Albert W. Denton vs. Dobyns & Webb, Contractors.

Comes now Albert W. Denton by James C. Denton, his Attorney in fact, and respectfully shows that heretofore and to-wit, between the 6th day of November, 1946, and the 25th day of November, 1946, Albert W. Denton, as claimant, furnished certain material and equipment to Dobyns & Webb, contractors, for the Sanderson Bridge Revetment Project adjacent to the Albany-Lyons Secondary Highway, in Linn County, Oregon, which project was completed on November 25, 1946; that claimant has endeavored to comply with the provisions of Chapter 44, Section 98-101 and Section 98-201, O.C.L.A., by filing a statement of his claim with the Secretary of State for which said contractors have refused to make settlement and payment, a copy of said notice to the Secretary of State being attached hereto and made a part hereof; that demand has been made upon said contractors by claimant, both orally and in writing, for settlement and payment, which has been refused, and it appears necessary that claimant be allowed to commence an action in the Circuit Court of the County of Multnomah, State of Oregon, to obtain a settlement and payment on account of the equipment and materials furnished as stated in the Notice heretofore filed with the Secretary of State; That said contractors executed a bond to the State Highway Commission on said Project No. 2848 with themselves as principles, and Hartford Accident and Indemnity Company as surety.

WHEREFORE, claimant prays permission to commence an action in the name of the State of Oregon on claimants relief as provided by said Section 98-201, and for that purpose also request a certified copy of said contract of bond which he requests be furnished immediately.

Respectfully submitted,

Albert W. Denton

BY James C. Denton
atty in fact

STATE OF OREGON)
) SS
COUNTY OF MULTNOMAH)

James C. Denton, being first duly sworn, depose and say:

That he is the Attorney in Fact for Albert W. Denton, the claimant. That he has acted for an in behalf of said claimant in all of the transactions involved in the foregoing claim; that the staements contained in the above application, as well as the statement contained in the Notice of December 3rd to Hon. Robert S. Farrell, as Secretary of State, is within the personal knowledge of this affiant, and that the facts therein stated are true.

James C. Denton

SUBSCRIBED AND SWORN TO Before me this 3rd day of December, 1946.

Albert A. Asbahr
Notary Public for Oregon

My comm. expires: Oct. 27, 1947

O
P
Y

TO: Hon. Robert S. Farrell
Secretary of State
State of Oregon
Capitol Building
Salem, Oregon

Notice is hereby given that the undersigned, Albert W. Denton, has a claim for $1010.00 for the rental due on a caterpillar and $300.00 each due on two trucks furnished by me under contract to Dobyns & Webb, contractors for the Sanderson Bridge Revetment Project adjacent to the Albany-Lyons Secondary Highway, in Linn County, Oregon. These pieces of equipment were leased to said contractor by oral agreement. For the use of the caterpillar, they were to pay $10.00 per hour and it was used 101 hours. A credit is due the contractors for 1/2 of the hauling cost for hauling said caterpillar from Portland to the job, the total of which is $182.50, allowing credit of $91.25 to contractors. Also, contractors bought for Mr. Denton some diesel fuel and grease, the exact amount not being furnished to the claimant, but possibly not to exceed $30.00, for which contractors are entitled to credit. Contractors are also entitled to credit of $1.75 per hour for the 101 hours as a salary for the driver which they furnished to operate the same. The two trucks furnished to haul rock on said project was at an agreed price of ten cents per yard mile. Mr. Hutson, resident engineer supervisor of the job, has not furnished exact figures to claimant, but there is approximately $300.00 due on each truck, making an approximate total credit of $298.00. Net approximate balance due on caterpillar, $712.00; approximate balance due on use of trucks, $600.00; total, $1312.00.

Said Dobyns & Webb, contractors, furnished the required Contractors Bond to the State Highway Commission of Oregon with the Hartford Accident & Indemnity Company as surety to secure the payment for labor and material furnished on said project.

Said project was completed on November 25, 1946, and said contractors have refused to pay or make settlement with the claimant [illegible] still refuse to do so.

Dated at Portland, Oregon, this 3rd day of December, 1946.

ALBERT W. DENTON

By______________________________
Attorney in Fact

RECEIVED
DEC 3 1946
FOR FILING

122-1120

December 2, 1946

2848

Hartford Accident & Indemnity Company
Merrill D. Ohling, Insurance, Agent
275 State Street
Salem, Oregon

Gentlemen:

Attached hereto is a copy of a letter received by the State Highway Commission from Albert A. Asbahr and Robert Burns, Attorneys, Portland, in behalf of Albert W. Denton, who, it appears, has a claim against Dobyns & Webb arising out of the latter's contract with the State Highway Commission for the construction of the Sanderson Bridge Revetment Section adjacent to the Albany-Lyons Secondary Highway, in Linn County.

This information is given you inasmuch as the Hartford Accident & Indemnity Company appears as surety on the bond furnished by Dobyns & Webb in connection with this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:ee
Enc.
cc - Dobyns & Webb, Contractors
630 N. Capitol Street
Salem, Oregon

REFERRED TO
[illegible]
BY SECRETARY

This claim should be noted on the card for this job.
RHB

NOTED ON CARD
12-3-46 gl

2848

December 2, 1946

Mr. Albert A. Asbahr and
Mr. Robert Burns
Attorneys and Counsellors at Law
505 Corbett Building
Portland 4, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of November 26 concerning the claim of Mr. Albert W. Benton against Dobyns & Webb, contractors for the Sanderson Bridge Revetment Project adjacent to the Albany-Lyons Secondary Highway, in Linn County, Oregon.

In connection with all state highway contracts the successful bidder is required to furnish the state a surety bond for the protection of claims incurred against the project and to guarantee satisfactory completion of the work.

Such a bond was furnished by Dobyns & Webb in connection with the above-mentioned contract, which is officially described as State Highway Contract No. 2848 for the Sanderson Bridge Revetment Section adjacent to the Albany-Lyons Highway, in Linn County. This bond was written by the Hartford Accident & Indemnity Company for whom Merrill D. Ohling, Insurance, is resident agent with offices at 275 State Street, Salem, Oregon.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

ROBERT BURNS
ATTORNEY & COUNSELLOR AT LAW
[illegible]
[illegible]
505 Corbett Bldg.
Portland, Oregon

November 26, 1946

State Highway Department
Salem
Oregon

Gentlemen:

We represent Mr. Albert W. Denton who has a claim against Dobbyns and Webb, contractors, who have been doing a revetment job on a river bank on a highway project near Albany, or more specifically, near Crabtree, Oregon.

Mr. Denton was employed to use a caterpillar and two trucks at an agreed price of $10.00 per hour for the caterpillar, and the job was completed yesterday, Monday, November 25, 1946. The caterpillar was used 101 hours at a total due of $1010.00. The contractor is entitled to credit of 1/2 of the cost of hauling the caterpillar from Portland to the job, which was $182.50, of which Denton bears half. In other words, the contractors are entitled to charge Denton $91.25. Also, the contractors bought from Mr. Denton, some diesel fuel and grease, the exact amount having not been furnished to Mr. Denton, but in his judgment should not exceed $30.00, for which the contractors are entitled to credit.

In addition to the use of the caterpillar, he furnished two trucks to haul rock at an agreed price of 10 cents per yard mile. Mr. Denton has not been furnished with a statement from the resident engineer, Mr. Hutson, who supervised the job, but he estimates that there is approximately $300.00 due on each truck.

Yesterday he called upon the contractors for settlement and payment, inasmuch as the job had been completed. Up to the time of the completion of the job, the relationship between the contractors and Denton had been amicable and, as far as Mr. Denton knew, there had been no trouble, but upon demand for settlement of payment, he was terribly abused over the telephone by Mr. Webb.

In addition to the amounts due for the use of the caterpillar and trucks, Mr. Denton informs us that the contractors furnished their own operator on the caterpillar and tore off one track guard which will cost $100.00 to replace and repair.

ACKNOWLEDGED
H. B. GLAISYER

This is to notify you that we expect to take action immediately against these contractors and their bond, and felt it appropriate and the proper thing to do to notify your office first before you make any settlement with these contractors. We trust that no litigation will be necessary and that we may work this matter out amicably, but unless settlement is made within two (2) days after receipt of this letter, we will take all proceedings necessary to protect our client.

Respectfully yours,

Albert A. Asbahr
and
Robert Burns
ROBERT BURNS

RB:ih

cc: Dobbyns and Webb
3580 N. E. Simpson Street
Portland, Oregon

RECEIVED
NOV 27 1946
OREGON
STATE HIGHWAY COMMISSION

Form E-1—5M—12-40

122-1120

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 30, 1946

Section Sanderson Bridge

Kind of work Revetment

Highway Albany-Lyons Secondary

Section prefix 122-1120

Contractor Dobyns and Webb

Contract number 2848

Date of contract Oct. 28, 1946

Date of completion Dec. 15, 1946

Date work started Nov. 4, 1946

Estimated date of completion Nov. 25, 1946

Amount of contract $13,700.00

Per cent of time elapsed 65 %

Estimated cost of completed project, exclusive of engineering $14,868.08

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $700, 5.1 %

Date project was completed Nov. 25, 1946

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed on Monday. Revetment work was finished at noon and the haul road which serves this job as well as the ajoining property owners was repaired with bar run, under Price Agreement # 1, in the afternoon.

NOTED
RAY WEBBER

NOTED
H. G. SMITH

EIVED
DEC 2 1946
ENGIN

NOTED
E. A. PLASE

Signed A. V. Benedict

Address Albany, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	539.4	4394			
Estimated quantities moved or placed to date	539.4	4394			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		20			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...1..., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...1..., Bulldozers ...1..., Sheep-foot rollers ...., Trucks. . ...14..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	Rain		
Wednesday	"		
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
NOV 18 1946
FOR FILING

122-1120

Jm

November 18, 1946

Dobybs & Webb
630 N. Capitol Street
Salem, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2848 which was awarded to you on October 28, 1946, by the State Highway Commission, covering revetment on the Sanderson Bridge on the Albany-Lyons Secondary Highway, in Linn County. This copy is for your records and files.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

RECEIVED
OCT 31 1946
FOR FILING

122-1120

October 30, 1946

Dobyns & Webb
630 North Capitol
Salem, Oregon

#2848

Gentlemen:

The State Highway Commission on October 28, awarded you the contract for the Sanderson Bridge Revetment Section adjacent to the Albany-Lyons Highway in Linn County. This award was based on your low bid of $13,700.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr
cc - S. H. Probert
G. S. Paxson

9-8304 Lapine Rock Prod. Proj., The 1946
Dalles-California & Fremont Hwys.
#2849

RECEIVED
NOV 19 1947
FOR FILING

7-8304

November 18, 1947

Great American Indemnity Co.
Harvey Wells-Reed Ins. Agency, Agent
Failing Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2849 for the Lapine Rock Production Project on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties, has been completed by the contractor, Oscar E. Joelson, and that final payment in the amount of $1,363.22 will be made after acceptance by the Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $45,440.72 and that no force account work was performed therein. This contract was completed on September 14, 1947 but has not been accepted by the Commission, however, we anticipate that it will be at the Commission Meeting to be held on November 24 and 25.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

11-18-47

RECEIVED
NOV 14 1947
FOR FILING

9-8304

November 13, 1947

Mr. Oscar E. Joelson
1743 Washington St.
Eugene
Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 21, 1947, had under discussion your request for an extension of time of 16 days, from August 31 to September 15, 1947, within which to complete your contract No. 2849 covering the Lapine Rock Production Project on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was based upon the recommendation of the State Highway Engineer and his report, which considered but did not necessarily adopt either or any of the reasons stated in your request.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler

NOTED ON CARD

11-13-47 g

RECEIVED
OCT 9 1947
FOR FILING
9-8304

October 9, 1947

Great American Indemnity Co.
Harvey Wells-Reed Ins.Agency, Agent
Failing Building
Portland 4, Oregon

Gentlemen:

I enclose herewith copy of a letter from the Flegel Transfer & Storage Co., in which they state full compensation has been rendered them from Oscar E. Joelson, contractor, in connection with their claim against State Highway Contract No. 2849 for the Lapine Rock Production Project on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl
encl. 1

cc: Oscar E. Joelson
1743 Washington St.
Eugene, Oregon

NOTED ON C
10-9-47 gl

Don't make a move 'til you see Flegel!

Flegel
TRANSFER &
STORAGE CO

HEAVY HAULING — WAREHOUSING
CAR LOADING — — — — TRANSFER

Telephone 47

P. O. Box 53
ROSEBURG, OREGON

Oct. 7, 1947

State Highway Commission
Salem, Oregon

Attn. H. B. Glaisyer

Gentlemen:

This replies to your inquiry of Oct. 6 relative to state contract #2849 and our claim against it.

We have received compensation in full from Oscar E. Joelson, contractor. We regret the delay in informing you of the fact.

Very truly yours,

Charles C. Cring

C. Cring
for Flegel Transfer & Storage Co.

NOTED ON CARD

10-8-47 [illegible]

RECEIVED
OCT 8 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 1 1947
FOR FILING

9-8304

files ✓

October 6, 1947

Flegel Transfer & Storage Co.
P. O. Box 53
Roseberg, Oregon

Gentlemen:

We have been advised by Harvey Wells - Reed, agents for the Great American Indemnity Company, who wrote the bond for Oscar E. Joelson, contractors for the Lapine Rock Production Project, state contract number 2849, that your claim against the contractor (amounting to $153.21) has been paid.

As we are about to make the semi-final payment to Mr. Joelson for work done on this job, will you kindly advise us whether or not you have received compensation from the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

GFW:cm.

10-8
Flegel says they have been paid

Form E-1—5M—7-46

9-8304

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 4, 1947

Section Lapine

Kind of work Rock Production

Highway The Dalles - Cal. & Fremont

Section prefix 9-8304

Contractor Oscar E. Joelson

Contract number 2849

Date of contract October 29, 1946

Date of completion August 30, 1947

Date work started April 15, 1947

Estimated date of completion Sept. 14, 1947

Amount of contract $ 45000.
additional items 1900.

Per cent of time elapsed 321/306 104.9 %

Estimated cost of completed project, exclusive of engineering . . . . . . Semi-final $46149.90

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $2010., 4.29 %

Date project was completed September 14, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was submitted to the Bend Division office on Tuesday September 23, 1947.

The removal of plant and cleanup work was completed on October 2, 1947.

FINAL REPORT.

NOTED
E. A. PEASE

NOTED
H. G. SMITH

OCT 6 1947

Signed A. A. Jossen

Address 1290 Wall St. Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			30.14		
Miles partially completed					
Miles completed			30.14		
Total estimated quantities			15000		
Estimated quantities moved or placed to date			15113		
Average daily quantities			174	(87 days of crushing)	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
OCT 3 1947
FOR FILING
7-8304

#2849

October 2, 1947

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency, Agent
Failing Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Oscar E. Joelson, on contract No. 2849, covering the Lapine Rock Production Project, in Deschutes and Klamath Counties. This payment, in the amount of $5,026.90, will be made on or after October 13, 1947. The retained percentage is $1,363.22.

There is a claim filed against this project by the Flegel Transfer & Storage Company, of which you have been previously notified, in the amount of $153.21.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
10-2-47 g

RECEIVED
JUL 17 1947
FOR FILING

9-8304

July 15, 1947

Hon. Robert S. Farrell, Jr.
Secretary of State
Capitol Bldg.
Salem, Oregon

Dear Mr. Farrell:

This acknowledges receipt of your letter of July 10, enclosing copies of a claim in the amount of $153.21, which has been filed in your office by the Flegel Transfer & Storage Co. against the bond taken from Oscar E. Joelson in connection with State Highway Contract No. 2849, covering the Lapine Rock Production Project on the The Dalles-California and Fremont Highway, in Deschutes and Klamath Counties.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

RECEIVED
JUL 17 1947
FOR FILING

July 15, 1947

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency, Agent
Failing Building
Portland 4, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $153.21, which has been filed in the office of the Secretary of State by the Flegel Transfer & Storage Co. against the bond taken from Oscar E. Joelson, in connection with State Highway Contract No. 2249 covering the Lapine Rock Production Project on The Dalles-California and Fremont Highway, in Deschutes and Klamath Counties.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

cc: Oscar E. Joelson
1743 Washington St.
Eugene, Oregon

NOTED ON CARD

7-15-47 gl

ROBERT S. FARRELL JR.
SECRETARY OF STATE
SALEM, OREGON

July 10, 1947

NOTED
H. B. GLAISYER

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir;

We received and filed July 9th, a notice of claim by Flegel Transfer & Storage Company for Cartage Services in the sum of $153.21, against Oscar E. Joelson, as principal and Great American Indemnity Company, surety for work on the Deschutes and Klamath Counties on The Dalles-California and Fremont Highways near Lapine.

The notice has been filed as claim No. 3089 and three copies are enclosed for your files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Robt S Farrell Jr
Secretary of State

F:FK

enc.

[illegible]

REFERRED TO
Query
BY SECRETARY
see me re this

RECEIVED
JUL 11 1947
OREGON
STATE HIGHWAY COMMISSION

OFFICE COPY

FLEGEL

TRANSFER &
STORAGE CO.

Don't make a move 'till you see Flegel!

HEAVY HAWLING__WAREHOUSING

CAR LOADING__ __ __ TRANSFER

Telephone 47

P. O. Box 53
Roseburg, Oregon

July 7, 1947

Secretary of State
Salem, Oregon

To the State of Oregon:

Notice hereby is given that the undersigned, Flegel Transfer & Storage Co., Roseburg, Oregon, has a claim for cartage services in the sum of $153.21 against the bond taken from Oscar E. Joelson, 1743 Washington St., Eugene, Oregon, by the Great American Indemnity Company, Harvey Wells-Reed Insurance Agency, Failing Building, Portland 4, Ore., for the work of rock production in Deschutes and Klamath Counties on the Dalles-California and Fremont Highways Near Lapine.

ALBERT G. FLEGEL
for FLEGEL TRANSFER & STORAGE CO.

ENDORSED
File No. 3089
Filed July 9, 1947
Robert S. Farrell, Jr., Secretary of State

RECEIVED
JUL 9 1947
FOR FILING

9-8304

#-2847

Files

July 2, 1947

REFERRED TO Guerny BY SECRETARY

Has this claim been noted on the card for this job?
HHS

Flegel Transfer & Storage Co.
Post Office Box 53
Roseburg, Oregon

Gentlemen:

In reply to your letter of June 27 regarding the location of a contract awarded to Oscar E. Joelson and the claim that you have against this contractor for moving a shovel, Mr. Joelson has a rock production contract in Deschutes and Klamath Counties on The Dalles-California and Fremont Highways near Lapine. This contract was awarded to him October 29, 1946, and is scheduled for completion on August 30, 1947. You state in your letter that you hauled a shovel from Roseburg to Gilchrist, which may have been for this job as Gilchrist is not very far south of Lapine.

The amount of Mr. Joelson's bond on this job is $45,000 and his bonding company is the Great American Indemnity Company with the Harvey Wells-Reed Insurance Agency, Failing Building, Portland 4, as agents.

We are enclosing herewith a mimeographed copy of the Oregon law regarding the filing of claims in cases of this sort. If you wish to file a claim it should be filed with the Secretary of State in the form as suggested under Article One. It will not be necessary for you to furnish us copies of the freight bill.

We trust the information given will assist you in the collection of your claim.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dr
Enc.

NOTED ON CARD

7-7-47 gl

Mr Glaisyer

Don't make a move 'til you see Flegel!

Flegel
TRANSFER & STORAGE CO

HEAVY HAULING — WAREHOUSING
CAR LOADING — — — — TRANSFER

Telephone 47

P. O. Box 53
ROSEBURG, OREGON

June 27, 1947

State Highway Department
Salem, Oregon

Gentlemen:

We are writing about the account we carry for Oscar E. Joelson, 1743 Washington St., Eugene. The account is nearly 60 days past due, and we understand that the jobs we did for Joelson were part of his work done under contract with the highway department.

On April 10 we hauled a shovel locally at a charge of $17.73. On April 16 we again hauled a shovel from Roseburg to Gilcrest, Oregon, at a charge of $135.48. Total charges: $153.21.

Have you a record of Joelson working for you in Roseburg and/or Gilcrest on those dates? If so, can you assist us in making collection? All our statements have gone unacknowledged.

We shall be glad to furnish copies of the freight bills, if you can assist us. We also shall appreciate a reply at your earliest convenience.

Very truly yours,

C. Cring
for FLEGEL TRANSFER & STORAGE CO.

Contract 2844
[illegible] of bonding Co.
describe status of job
location etc.
[illegible] with [illegible] of state

RECEIVED
JUN 30 1947
OREGON
STATE HIGHWAY COMMISSION

Files

RECEIVED
JUN 26 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

9-8304

Salem, Oregon
June 16, 1947

SUBJECT:

To:

H. B. Glaisyer

Office

NOTED
H. B. GLAISYER

Dear Sir:

Today Mr. Oscar E. Joelson, Contractor, was in the office desiring to assign the proceeds of Estimate No. 2 on Contract No. 2849. This estimate has just started through and is at the present moment with Mr. Probert for approval before mailing to the contractor for signature. It is in the amount of $11,515.50.

I have had prepared in 5 copies an assignment of claim form and secured Mr. Joelson's signature to all five. I released to him 2 copies, one for himself and one for the First National Bank of Eugene (the assignee). I am retaining 2 of the copies for use on the vouchers themselves and I forward, herewith, the original form for your files. Mr. Joelson assures me that he has contacted the Surety Company and their consent to this assignment has either already reached your office or will be received by you soon. We have accordingly written up the estimate as assigned and I am placing it in line for approval. Mr. Joelson states that he does not anticipate further assignment on this contract.

uh.

Very truly yours,

Carl F. Smith

assignment &

Carl F. Smith
Accounting Division

CFS/bmw

encl.

Files

THE FIRST NATIONAL BANK
OF EUGENE

EUGENE, OREGON

June 16, 1947

Oregon State Highway Commission
Salem, Oregon

Re: Contract #2849
Oscar E. Joelson

Gentlemen:

Mr. Joelson has delivered to us, copy of assignment in duplicate, of claim in the amount of $11,515.50, being estimate #2 on the above captioned contract.

As requested by the Great American Indemnity Co, we enclose ~~the~~ their consent to this assignment.

[illegible] '47?

Very truly yours,

M. O. Dahl
M. O. Dahl
Assistant Vice President

MOD/R
encl.

NOTED
H. B. GLAISYER

RECEIVED
JUN 17 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 22 1946
FOR FILING

9-8304

November 21, 1946

Oscar E. Joelson
1743 Washington
Eugene, Oregon

Dear Mr. Joelson:

We are sending you today, by express, a fully executed copy of contract No. 2849 which was awarded to you on October 29, 1946, by the State Highway Commission, covering the furnishing of 15,000 cubic yards of crushed material in stockpile for the Lapine Rock Production Project on The Dalles-California and Fremont Highways in Deschutes and Klamath Counties. This copy is for your records.

An executed copy of the contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

w

Recorded
JH

RECEIVED
OCT 31 1946
FOR FILING

9-8304

2849

October 30, 1946

Oscar E. Joelson
1743 Washington
Eugene, Oregon

Dear Sir:

The State Highway Commission on October 29, awarded you the contract for the Lapine Rock Production Project on The Dalles-California and Fremont Highways in Deschutes and Klamath Counties. This award was based on your low bid of $45,000.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Mr
cc - S. H. Probert

112-1018 Kimberly-Dry Cr. Sec., 1946
Kimberly-Long Cr. Secon. Hwy.
#2850

RECEIVED
SEP 5 1947
FOR FILING

112-1012

September 4, 1947

Seaboard Surety Co.
C.A. Tomassene, Agent
Wilcox Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2850 for work on the Kimberly-Dry Creek Section of the Kimberly-Long Creek Highway, in Grant County, has been completed by the contractor, Sound Construction & Engineering Company, and that final payment in the amount of $1,399.11 will be made on or after September 15, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $46,522.27, and that no force account work was performed therein. This contract was completed on June 14 and accepted by the Commission on July 22, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

9-4-47

RECEIVED
FOR FILING

August 5th, 1947

FINAL COST ANALYSIS

Kimberly-Dry Creek Section | Surface & Oiling | Kimberly-Long Creek Highway
Contract #2850 | Prefix 112-1018

Sound Construction & Engineering Company, Contractors
L. H. Warfield, Resident Engineer

112-1018

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Selected Roadbed Topping	11,748.5	Cu. Yd.	$0.577	$0.56	$6,780.45	$6,579.16
Haul Roadbed Topping	21,141.25	Yd. Mi.	0.186	0.18	3,922.56	3,805.43
3/4"-0 in Leveling Course & Shoulders	4,336	Cu. Yd.	1.87	2.10	8,129.47	9,105.60
Sprinkling	464.2	M-Gal.	1.17	2.00	541.10	928.40
Preparation of Base	5.41	Mile	130.34	200.00	705.12	1,082.00
3/4"-0 in Binder	724	Cu. Yd.	3.24	2.90	2,339.86	2,099.60
Furnish & Place Aggregates	2,148	" "	2.85	3.40	6,123.41	7,303.20
Furnish & Place RC-3 Asphalt in Binder	116.64	Ton	36.30	40.00	4,233.69	4,665.60
Furnish & Place 151-200 Asphalt ~~in Binder~~	110.83	"	41.47	42.00	4,596.14	4,654.86
Furnish & Place RC-3 Asphalt in Seal Coat	63.21	"	38.49	40.00	2,432.93	2,528.40
3/4"-½" Crushed Material in Stockpile	736	Cu. Yd.	2.03	1.85	1,492.77	1,361.60
½"-¼" Crushed Material in Stockpile	517.9	" "	1.99	1.85	1,029.90	958.12
¼"-0 Crushed Material in Stockpile	350	" "	1.84	1.85	643.95	647.50
SP Screen Rejects in Stockpile	400	" "	0.25	0.25	100.00	100.00
PA #1, Clear & Grub Stockpile Site	All			25.00	21.31	25.00
PA #2, Purchase Excess 3/4"-0 Crushed Gravel	449.5	Cu. Yd.	1.54	1.50	691.53	674.25
					$43,684.19	$46,518.72

Gross Revenue	$46,518.72
Total Cost	43,684.19
Net Profit	$2,834.53

Net Profit Equals 6.1% of Gross Revenue

Kimberly-Dry Creek

Detail of Cost

Labor:			
Supervision		$1,909.42	
Labor		12,793.23	
State Industrial Accident Insurance		529.29	
Social Security & Unemployment Insurance		646.92	$15,878.86
Materials:			
RC-3 Asphalt in Binder Course and Seal Coat	179.85 Ton at $24.55	$4,415.47	
151-200 Asphalt	110.83 " " 27.26	3,021.02	7,436.49
Miscellaneous:			
Equipment Rental		$9,984.00	
Gas, Oil & Grease		2,975.80	
Freight & Cartage		2,032.87	
Small Tools & Miscellaneous		928.40	
Bond		348.89	
Home Office & General Overhead		4,098.88	20,368.84
Total			$43,684.19

Remarks:

This was a "State Project" calling for the topping and oiling of 5.41 miles of highway roadbed where the grading had been constructed on a previous contract. The project was bid and awarded October 29th, 1946; work was started November 25th, and completed except for oiling February 6th, 1947. Oiling was started May 9th, and completed June 12th, 1947.

Equipment used by the contractor consisted of three tournapulls, one D8 tractor and dozer, one D8 tractor and carryall, one small Cedar Rapids portable crushing plant, six trucks, one blade, one roller, one distributor, one rock loader, one retort, one 5,000-gallon transport, one 10,000-gallon storage tank, two portable toolhouses, one grease truck, one portable office and two pickups.

All selected roadbed topping for this project was loaded and hauled with tournapulls assisted by a D8 pushcat for loading. The tournapulls averaged 8½ cubic yards as the material was very wet and heavy and tough to load. Average yardage placed was 50 cubic yards per hour for 3 tournapulls. It is doubtful whether this method of hauling was economical to the contractor as a small shovel and trucks would have been for the same haul.

All crushing was done with a small Cedar Rapids portable crushing plant. Material was brought to the crusher with a D8 tractor and carryall and dozer. All material was stockpiled when produced and placed on the road at a later date. Average costs for rock in the bunker was $1.21 per cubic yard.

Oiling operations were handled by a small, modern oiling outfit. All equipment used was either new or in new condition, labor was very good and except for adverse weather excellent progress would have been maintained. Oil was transported from Condon except for a few loads that were hauled from Portland with a 5,000-gallon transport and reheated on the job. Due to the high cost of transportation and rehandling and the adverse weather encountered the laying of the asphalt showed only a slight profit.

Because of the nature of the contractor's setup it is necessary for him to have an exceptionally large overhead and supervisory force. This fact makes it very hard for him to hold the proratable costs down on a small project and was the main factor in the small profit shown. The work was well handled with good equipment and labor and without the large prorate necessary would have shown a good profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

Files

RECEIVED
JUL 23 1947
FOR FILING

115-1018

July 17, 1947

Seaboard Surety Co.
C. A. Tomassene, Agent
Wilcox Bldg.
Portland 4, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Sound Construction & Engineering Co., on contract No. 2830, covering the Kimberly-Dry Creek Section of the Kimberly-Long Creek Highway, in Grant County. This payment, in the amount of $2,485.96, will be made on or after July 28, 1947. The retained percentage is $1,395.56.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

~~NOTED ON CARD~~

NOTED ON CARD

7-17-47 gf

Form E-1—5M—7-46

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 21, 1947

Section Kimberly-Dry Creek

Kind of work Surfacing and Oiling

Highway Kimberly-Long Creek

Section prefix 112-1018

Contractor Sound Construction and Engineering Co.

Contract number 2850

Date of contract October 29, 1946

Date of completion November 30, 1947

Date work started November 29, 1946

Estimated date of completion June 14, 1947

Amount of contract $41,836.00

Per cent of time elapsed 59 %

Estimated cost of completed project, exclusive of engineering $46,508.72

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $2,350, 5.9%

Date project was completed June 14, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job is all completed now and the Semi-Final Estimate was finished this week.

Two of the party have been taking their exchange time this week.

NOTED H. [illegible]

JUN 23 1947

NOTED

NOTED H. W. [illegible]

Signed L. H. Marquis

Address Fossil, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.41		5.41	
Miles partially completed					
Miles completed		5.41		5.41	
Total estimated quantities		11,7[illegible]8.5 4,336	2,453.4	2,872 cy. 290.68 Tons	
Estimated quantities moved or placed to date		all	all	all	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
NOV 29 1946
FOR FILING

112-4018

November 27, 1946

Sound Construction & Engineering Co.
1403 West 45th Street
Seattle 7, Washington

Gentlemen:

We are sending you today, by express, fully executed copies of contracts which were awarded to you on October 29,1946, by the State Highway Commission, as follows:

Contract No. 2850, covering surfacing and oiling on the Kimberly-Dry Creek Section of the Kimberly-Long Creek Highway, in Grant County.

Contract No. 2851, covering regrading and oiling on the Dry Creek-Monument Section of the Kimberly-Long Creek Highway, in Grant County.

These copies are for your records and files.

Executed copies of these contracts are also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

jm

RECEIVED
OCT 31 1946
FOR FILING

112-1018

October 30, 1946

A 2859.

Sound Construction & Engineering Co.
1403 West 45th
Seattle 7, Washington

Gentlemen:

The State Highway Commission on October 29, awarded you the contracts for surfacing, oiling and furnishing crushed gravel in stockpiles on the Kimberly-Dry Creek Section of the Kimberly-Long Creek Secondary Highway in Grant County, and for grading, oil-mat surfacing and furnishing crushed gravel in stockpiles on the Dry Creek-Monument Section of the Kimberly-Long Creek Secondary Highway also in Grant County. This award was based on your low combination bid of $261,292.75 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr
cc - S. E. Probert

RECEIVED
OCT 19 1946
FOR FILING

Charge to the account of ______________________ $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

A. N. WILLIAMS, CHAIRMAN OF THE BOARD

JOSEPH L. EGAN, PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

NIGHT LETTER - COLLECT

SALEM, OREGON
OCTOBER 17, 1946

S. H. KRISINGER
MANAGER, ASPHALT SALES
SINCLAIR REFINING COMPANY
DENVER, COLORADO

REURTEL 17TH. FOR PROJECT S-11(2) BAKER COUNTY, PROBABLE SHIPPING DESTINATION AT BAKER, 100 TONS RC-3, 230 TONS 151-200 AND 66 TONS RC-3 OR EMULSIFIED. FOR TUTUILLA PROJECT IN UMATILLA COUNTY, AT PENDLETON, 20 TONS RC-3, 64 TONS 121-150 AND 14 TONS RC-3 OR EMULSIFIED. FOR PROJECT S-259 (4) UNION COUNTY, AT UNION, 140 TONS RC -3, 170 TONS 151-200 AND 96 TONS RC-3 OR EMULSIFIED. FOR KIMBERLY-DRY CREEK PROJECT IN GRANT COUNTY, AT CONDON, 50 TONS RC-3, 120 TONS 151-200 AND 70 TONS RC-3 OR EMULSIFIED. FOR PROJECT S-62 (2) GRANT COUNTY, AT CONDON, 150 TONS RC-3, 174 TONS 151-200 AND 100 TONS RC-3 OR EMULSIFIED. FOR PROJECT S-90 (1) HARNEY COUNTY, AT BURNS, 120 TONS RC-3, 280 TONS 151-200 AND 80 TONS RC-3 OR EMULSIFIED.

R. H. BALDOCK

(initialed) SHP

S. J. KRISINGER MGR ASPHALT SALES SINCLAIR REFINING CO.

S-62(2) Dry Cr.-Monument Sec., 1946
Kimberly-Long Cr. Secon. Hwy.
#2851

Files

RECEIVED
OCT 16 1947
FORM E-20
FOR FILING

S-62 (2)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

October 16, 1947

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	1[illegible]675	2851	9 Final	Sound Constr.& Engineering Co.	6,071.83	316677	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

We have your notice of acceptance on this job.

saw

ACCOUNTING DIVISION

By ________________
Bookkeeping Dept.

Approved ________________
Secretary

NOTED ON CARD

10-16-47 g

RECEIVED
SEP 26 1947
FOR FILING

S-62 (2)

#2851

September 25, 1947

C. A. Tomassene, Agent
Seaboard Surety Company
Wilcox Building
Portland 4, Oregon

Dear Sir:

You are hereby notified that state highway contract No. 2851 for work on the Dry Creek-Monument Section of the Kimberly-Long Creek Highway in Grant County, has been completed by the contractor, Sound Construction and Engineering Company, and that final payment in the amount of $6,071.83 will be made on or after October 6, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $213,513.68 and that no force account work was performed therein. This contract was completed on June 14, 1947 and accepted by the Commission on on July 22, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

Secretary

dr

NOTED ON CARD
1-25-47 gs

S-62 (2)

RECEIVED
AUG 22 1947
FOR FILING

State Highway Engineer

[illegible]gust 18th, 1947

FINAL COST ANALYSIS

Dry Creek-Monument Section
Contract #2851

Kimberly-Long Creek Highway
Prefix 112-1019

Regrade, Surface and Oil
Sound Construction and Engineering Company, Contractors
L. H. Warfield, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Revenue
Clear and Grub	100%				$2,237.22	$2,000.00
Structural Excavation	793.38	Cu. Yd.	$1.95	$3.80	1,546.91	3,014.84
Trench "	244.84	" "	1.58	3.80	386.81	930.39
General "	152,504.2	" "	0.504	0.65	76,832.20	99,127.73
Short Overhaul	250,624	Yd. Sta.	0.007	0.01	1,797.21	2,506.24
Long "	1,429.1	C-Yd. Sta.	0.34	0.50	482.87	714.55
Rounding Cutbanks	23,080	Lin. Ft.	0.07	0.10	1,587.26	2,308.00
Finish Roadbed and Slopes	7.99	Mile	767.06	525.00	6,128.83	4,194.75
15" Corr. Metal Pipe	114	Lin. Ft.	1.69	3.00	193.05	342.00
18" " " "	2,090	" "	2.31	3.50	4,829.18	7,315.00
24" " " "	206	" "	3.62	5.00	746.07	1,030.00
30" " " "	204	" "	4.22	6.50	861.56	1,326.00
36" " " "	256	" "	6.29	9.50	1,610.81	2,432.00
48" " " "	50	" "	8.74	13.50	437.08	675.00
72" " " "	8	" "	25.60	25.00	204.76	200.00
84" " " "	104	" "	21.86	34.00	2,273.00	3,536.00
Salvage Culvert Pipe	813	" "	0.49	1.20	395.41	975.60
Selected Roadbed Topping	31,660	Cu. Yd.	0.45	0.42	14,108.19	13,297.20
Haul Roadbed Topping	43,133.5	Yd. Mi.	0.164	0.18	7,076.16	7,763.58
3/4"0 in Leveling Course	10,790	Cu. Yd.	1.93	2.00	20,802.99	21,580.00
Sprinkling	805.4	M-Gal.	1.20	2.00	963.86	1,610.80
Preparation of Base	7.8	Mile	90.50	200.00	705.93	1,560.00
3/4"0 in Binder Course	1,028	Cu. Yd.	2.47	2.70	2,540.07	2,775.60

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Revenue
Furn. & Place Aggregates	3,124	Cu. Yd.	$2.62	$3.15	$8,187.63	$9,840.60
Furn. & Place RC-3 in Binder	165.78	Ton	35.98	40.00	5,964.52	6,631.20
Furn. & Place 151-200	157.44	"	39.79	42.00	6,263.79	6,612.48
Furn. & Place RC-3 in Seal	89.88	"	36.75	40.00	3,303.37	3,595.20
3/4"-½" in Stockpile	1,248	Cu. Yd.	1.32	1.70	1,657.47	2,121.60
½"-¼" " "	1,061.4	" "	1.32	1.70	1,409.17	1,804.38
¼"-0" " "	577.4	" "	1.32	1.70	766.31	981.58
SP Screen Rejects in Stockpile	295.1	" "	0.25	0.25	73.78	73.78
SP Haul Adjustment, Favor of Contractor	42.3	Yd. Mi.	0.12		5.08	5.08
PA #1, Clear and Grub SP Sites	100%				9.00	50.00
PA #2, Furnish & Barrell 151-200	31.02	Ton	28.25	29.85	876.44	925.95
					$177,263.99	$213,857.80

Gross Revenue	$213,857.80
Total Cost	177,263.99
Net Profit	$36,593.81

Net Profit Equals 17% of Gross Revenue

Dry Creek-Monument

Detail of Cost

Labor:		
Supervision	$5,894.87	
Labor	62,276.82	
State Industrial Accident Insurance	2,454.18	
Social Security & Unemployment Insurance	2,726.87	$73,352.74
Materials:		
Corrugated Metal Pipe, with Bands:		
15", 114 ft. at $1.62	$184.74	
18", 2,090 " " 1.91	3,999.42	
24", 206 " " 2.98	613.04	
30", 204 " " 3.72	759.32	
36", 256 " " 5.82	1,490.54	
48", 50 " " 7.86	393.04	
72", 8 " " 16.23	129.86	
84", 104 " " 19.82	2,061.28	
RC-3 Asphalt Including Freight:		
255.66 Tons at $25.94	6,632.40	
151-200 Asphalt Including Freight:		
188.46 Tons at $26.94	5,077.84	21,341.48
Equipment Rental & Miscellaneous:		
Equipment Rental	$49,972.40	
Gas, Oil & Grease	11,763.24	
Explosives:		
300# 60% at $13.50	40.50	
200# 60% Special at $20.25	40.50	
4 Jumping Sticks at $1.00	4.00	
10,000# 40% at $15.25	1,525.00	
650 - 8 ft. Exploders at $11.90	77.35	
100 - 8 ft. Exploders at $12.40	12.40	
550 - 12 ft. Exploders at $12.90	70.95	
800 - 16 ft. Exploders at $14.40	115.20	
Small Tools and Miscellaneous	1,824.60	
Freight and Cartage	7,174.50	
Taxes, PL & PD, County Etc.	1,371.20	
Bond	1,603.93	
Home Office & General Overhead	6,974.00	82,569.77
Total Cost.		$177,263.99

Remarks:

This was a "Federal Aid Secondary Project" which was bid by and awarded to the Sound Construction and Engineering Company on October 29th, 1946. Work was started on the project November 25th, 1946 and completed June 20th, 1947.

Equipment used by the contractors for this project consisted of the following: Three D8 tractors and 16 cu. yd. carryalls, five D8 tractors and dozers, one 1 cu. yd. shovel, one 210 compressor, one wagon drill, two jackhammers and attachments, one heavy duty ripper, three #12 blades, nine 5 and 8 cu. yd. trucks, one small Cedar Rapids portable crushing plant, three tournapulls, one truck loader, two 10 ton rollers, one asphalt distributor, one 2,500 gallon and one 1,000 gallon asphalt tender, two retorts, one 10,000 gallon asphalt storage tank, one grease truck, one portable toolhouse and one portable office, three pickup trucks and small tools as needed.

Clearing and grubbing on this project while not heavy was bid at a very low figure by the contractors. Most of the work was accomplished with hand labor and it was impossible to make a profit.

Structural and trench excavation consisted almost entirely of common and at the high price bid by the contractors showed a large profit.

General excavation was bid by the contractors at a price of $0.65 per cu. yd. on the assumption that the material would be at least 50% solid that would require shooting and removal with shovel and trucks. The material actually consisted of between 20,000 and 25,000 cubic yards of solid requiring shooting, the remainder being common that handled very easily with tractor, dozer and carryall. The total amount of explosives used was just over 10,000 pounds or one-half pound per cubic yard of material requiring shooting. The small amount of shooting required and the ease in handling the majority of the excavation allowed the contractors a substantial profit for this item.

The crushing equipment used was moved from the adjoining Kimberly project where it had been used for the first time. The labor used for the crushing operations were thoroughly familiar with the equipment by this time and very low setup and crushing costs were obtained. Material was considerably better than that encountered on the Kimberly project and the amount of waste material was much less. The contractors' unit bid prices for the various crushed rock items were very low and resulted in only a small profit despite the low costs.

Topping was loaded by push cat and hauled by tournapulls. The high water in the John Day River made it very inconvenient for loading from the pit near the bridge at Monument and added considerably to the costs. Tournapull loads were averaged at 8.5 cubic yards per load. Because of the low payload average and the high cost of loading the costs of loading and hauling topping were rather high and showed no profit.

Oiling operations were carried on by the contractors' oiling crew. New, modern equipment was used throughout but progress was slow for the

Remarks - Cont'd.

amount of equipment used. Inclement weather further slowed progress and as a result all oiling costs were high and small profits were made although bid prices were high.

This project was well handled, had excellent supervision and good equipment. Excellent profits were made on excavation and small profits on most of the other bid items. Due to the nature of the contractors' setup the overhead was very high and added materially to the costs but a good profit was shown for the project.

E. N. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
JUL 21 1947
FOR FILING

3-22 (2)

July 18, 1947

Seaboard Surety Company
C.A. Tomassene, Agent
Wilcox Bldg.
Portland 4, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Sound Construction & Engineering Co., on contract No. 2851, covering Dry Creek-Monument Section of the Kimberly-Long Creek Highway, in Grant County. This payment, in the amount of $12,091.88, will be made on or after July 28,1947. The retained percentage is $6,415.73.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

7-18-47

RECEIVED
JUL 23 1947
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
PORTLAND 8, OREGON

S-62(2)

July 16, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-62(2)
Dry Creek-Monument

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
JUL 18 1947
OREGON
STATE HIGHWAY COMMISSION

Tion

State OREGON WA8pr 7265

Federal Aid Secondary Project No. S-62(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of June, 1947,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of June, 1946, a project statement, which was approved on the 22nd day of July, 1946 for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 14th day of October, 1946; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred thirty-one thousand nine hundred fifty and 00/100 dollars ($131,950.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-2

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 329, Laws 1939; (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 290+00 in the NW 1/4, Section 14, T-9-S, R-26-E, W.M., and survey station 701+85 at the east boundary of the NE 1/4, Section 2, T-9-S, R-27-E, W.M., without exception

, length 7.800 miles, in Grant County, being Oregon Federal Aid/Secondary project No. S-62(2), consisting of 7.800 miles of [illegible] roadway and no bridges~~each~~ of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

one hundred thirty-one thousand nine hundred fifty and 00/100

dollars ($131,950.00), which does not exceed the authorized Federal pro rata share of

two hundred twenty-seven thousand four hundred ninety-six and 78/100

dollars ($227,496.78), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 329, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 132

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Attest
George
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
JUL 1 1947
OREGON DISTRICT

Form E-1—5M—7-46

S-63(2)

OREGON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 21, 1947

Section Dry Creek-Monument

Kind of work Regrading, Surfacing and Oiling

Highway Kimberly-Long Creek

Section prefix 118-1019

Contractor Sound Construction and Engineering Co.

Contract number 2851

Date of contract October 29, 1946

Date of completion november 30, 1947

Date work started November 25, 1946

Estimated date of completion June 14, 1947

Amount of contract $219,456.75

Per cent of time elapsed 59 %

Estimated cost of completed project, exclusive of engineering $214,092.68

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $12,700, 5.8 %

Date project was completed June 14, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job is now all completed and the Semi-Final estimate was finished this week.

JUN 2[illegible] 1947

NOTED

NOTED H. W. LIBBY

Signed

Address Fossil, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JUL 1 1947
FOR FILING

S-62 (2)

June 16, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on June 14, 1947 on Contract No. 2851, Dry Creek-Monument Section in connection with Federal Aid Project No. S-62 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:lh

RECEIVED
JUN 11 1947
FOR FILING

S-62(2)

May 2, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Dry Creek-Monument Section, Project No. S-62 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:lh

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-62 (2)

[illegible] CREEK-MONUMENT SECTION OF THE

KIMBERLY-LONG CREEK HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, January 15, 1947

Roadway (Sta. 230+00 to 701+85)

All Required		Clearing and Grubbing (99%)		$ 1,980.00
740	cu. yds.	Structural Excavation, Unclassified	$ 3.80	2,812.00
440	cu. yds.	Trench Excavation, Unclassified	3.80	1,672.00
150,800	cu. yds.	General Excavation, Unclassified	.65	98,020.00
264,720	yd. sta.	Short Overhaul	.01	2,647.20
1,400	C-yd. sta.	Long Overhaul	.50	700.00
28,360	lin. ft.	Rounding Cutbanks	.10	2,836.00
7.80	miles	Finishing Roadbed and Slopes	525.00	4,095.00
50	lin. ft.	15" Corr. Metal Pipe	3.00	150.00
2,200	lin. ft.	18" Corr. Metal Pipe	3.50	7,700.00
150	lin. ft.	24" Corr. Metal Pipe	5.00	750.00
210	lin. ft.	30" Corr. Metal Pipe	6.50	1,365.00
270	lin. ft.	36" Corr. Metal Pipe	9.50	2,565.00
56	lin. ft.	48" Corr. Metal Pipe	13.50	756.00
24	lin. ft.	72" Corr. Metal Pipe, Uncoated	25.00	600.00
120	lin. ft.	84" Corr. Metal Pipe, Uncoated	34.00	4,080.00
820	lin. ft.	Salvaging Culvert Pipe	1.20	984.00
30,200	cu. yds.	Selected Roadbed Topping	.42	12,684.00
39,200	yd. mi.	Hauling Roadbed Topping	.18	7,056.00
10,500	cu. yds.	3/4" - 0" Gravel in Leveling Course and Shoulders	2.00	21,000.00
980	M-gals.	Sprinkling	2.00	1,960.00
7.80	miles	Preparation of Base	200.00	1,560.00
830	cu. yds.	3/4" - 0" Gravel in Binder Course	2.70	2,241.00
3,080	cu. yds.	Furnishing and Placing Aggregates	3.15	9,702.00
146	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	5,840.00
170	tons	Furnishing and Placing 151-200 Asphalt	42.00	7,140.00
98	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	40.00	3,920.00
		Subtotal		$206,815.20
		10% Engr. & Cont.		20,681.52
				$227,496.72

Total Length of Project	7.800 miles
Cost per mile	$29,166.24

Federal Aid Secondary Funds- -	$131,950.00
State Funds- -	95,546.72
	$227,496.72

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-62 (2)

DRY CREEK-MONUMENT SECTION OF THE

KIMBERLY-LONG CREEK HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 7, 1946

Roadway (Sta. 290+00 to 701+85)

All Required		Clearing and Grubbing (99%)		$ 7,425.00
740	cu. yds.	Structural Excavation, Unclassified	$ 3.00	2,220.00
440	cu. yds.	Trench Excavation, Unclassified	3.00	1,320.00
150,800	cu. yds.	General Excavation, Unclassified	.50	75,400.00
264,720	yd. sta.	Short Overhaul	.02	5,294.40
1,400	C-yd. sta.	Long Overhaul	.40	560.00
28,360	lin. ft.	Rounding Cutbanks	.15	4,254.00
7.80	miles	Finishing Roadbed and Slopes	350.00	2,730.00
50	lin. ft.	12" Corr. Metal Pipe	2.80	140.00
2,200	lin. ft.	18" Corr. Metal Pipe	3.00	6,600.00
150	lin. ft.	24" Corr. Metal Pipe	4.50	675.00
210	lin. ft.	30" Corr. Metal Pipe	6.00	1,260.00
270	lin. ft.	36" Corr. Metal Pipe	8.00	2,160.00
56	lin. ft.	48" Corr. Metal Pipe	14.00	784.00
24	lin. ft.	72" Corr. Metal Pipe, Uncoated	22.00	528.00
120	lin. ft.	84" Corr. Metal Pipe, Uncoated	30.00	3,600.00
820	lin. ft.	Salvaging Culvert Pipe	1.50	1,230.00
30,200	cu. yds.	Selected Roadbed Topping	.45	13,590.00
39,200	yd. mi.	Hauling Roadbed Topping	.15	5,880.00
10,500	cu. yds.	3/4" - 0" Gravel in Leveling Course and Shoulders	2.25	23,625.00
980	M-gals.	Sprinkling	2.00	1,960.00
7.80	miles	Preparation of Base	150.00	1,170.00
830	cu. yds.	3/4" - 0" Gravel in Binder Course	3.50	2,905.00
3,080	cu. yds.	Furnishing and Placing Aggregates	3.50	10,780.00
146	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	38.00	5,548.00
170	tons	Furnishing and Placing 151-200 Asphalt	38.00	6,460.00
98	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	38.00	3,724.00
			Subtotal	$191,822.40
			10% Engr. & Cont.	19,182.24
			Total	$211,004.64

Total Length of Project	7.800 miles
Cost per mile	$27,051.87

Federal Aid Secondary Funds- - - - - - - - - - - - - - - - - - - -	$122,390.00
State Funds- -	88,614.64
	$211,004.64

ONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[illegible]
Division 8

October 14, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. S-62(2), Dry Creek - Monument Section of the Kimberly - Long Creek Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

1988.85

We note three minor errors in the plans. The Grade apex (1989.85) at Station 402 is plotted 1.0' low (1938.85), the vertical curves either side of Station 690 overlap by 50', and the rate of grade between 503+50 and 529+50 should be 0.10% instead of 1.10%.

Concurrence in contract award will be withheld pending receipt of advice that right-of-entry has been obtained for unacquired right-of-way.

Very truly yours,

T. M. DAVIS
District Engineer

H A Stoddart
By H. A. STODDART
Senior Highway Engineer

RECEIVED
OCT 15 1946
OREGON
STATE HIGHWAY COMMISSION

Corrections made on
F.A. sheets 10-15-46 H.S.

October 7, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate and four copies of right of way statement to accompany plans and specifications for the Dry Creek-Monument Section, Project No. S-62 (2).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Since the volume of traffic on this project, in our opinion, does not justify expenditure for beautification and climatic conditions are such that no erosion difficulties are anticipated, no landscaping work is contemplated.

Very truly yours,

R. H. Baldock
State Highway Engineer

JMN:GS

Encl.

DRY CREEK-MONUMENT SECTION

PROJECT NO. S-62 (2)

While negotiations are in progress, five parcels have not been acquired nor has the right to occupy and use these parcels been secured but it is now believed that all necessary rights of way can be made fully available within twenty-one days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

October 7, 1946

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DEC 3 1946
FOR FILING

S-62(2)

November 29, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on November 25, 1946, on Contract No. 2851, Dry Creek-Monument Section, in connection with Federal Aid Project No. S-62(2), in Grant County.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS

JM

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NOV 29 1946
FOR FILING

S-62(2)

November 27, 1946

Sound Construction & Engineering Co.
1403 West 45th Street
Seattle 7, Washington

Gentlemen:

We are sending you today, by express, fully executed copies of contracts which were awarded to you on October 28,1946, by the State Highway Commission, as follows:

Contract No. 2050, covering surfacing and oiling on the Kimberly-Dry Creek Section of the Kimberly-Long Creek Highway, in Grant County.

Contract No. 2051, covering regrading and oiling on the Dry Creek-Monument Section of the Kimberly-Long Creek Highway, in Grant County.

These copies are for your records and files.

Executed copies of these contracts are also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

RECEIVED
NOV 6 1946
FOR FILING

S-62 (2)

October 31, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, four copies of right of way statement for the Dry Creek-Monument Section, Project No. S-62 (2).

We are also sending five copies of price analysis for major bid items in accordance with the requirements of March 14, 1946, that supporting analysis must be submitted when the bid for major items exceeds 1940 prices by more than 35%.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

RECEIVED
OCT 31 1946
FOR FILING

3-62(2)

October 30, 1946

#2871

Sound Construction & Engineering Co.
1403 West 45th
Seattle 7, Washington

Gentlemen:

The State Highway Commission on October 29, awarded you the contracts for surfacing, oiling and furnishing crushed gravel in stockpiles on the Kimberly-Dry Creek Section of the Kimberly-Long Creek Secondary Highway in Grant County, and for grading, oil-mat surfacing and furnishing crushed gravel in stockpiles on the Dry Creek-Monument Section of the Kimberly-Long Creek Secondary Highway also in Grant County. This award was based on your low combination bid of $261,292.75 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr
cc - S. H. Probert

RECEIVED
DEC 3 1946
FOR FILING

S-62 (2)

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[illegible]
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

October 29, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. S-62(2), Dry Creek-Monument Section of the Kimberly-Long Creek Secondary Highway, to Sound Construction and Engineering Co., Seattle, Washington, who submitted the low bid.

Our concurrence is also made on the basis that Federal participation will not exceed the programmed amount of Federal funds unless and until requests for any additional funds are approved by the Division Engineer or Commissioner.

Very truly yours,

T. M. DAVIS
District Engineer.

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NOV 6 [illegible]
[illegible]

RECEIVED
OCT 19 1946
FOR FILING

Charge to the account of ______________ $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

A. N. WILLIAMS, CHAIRMAN OF THE BOARD

JOSEPH L. EGAN, PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

NIGHT LETTER - COLLECT

SALEM, OREGON
OCTOBER 17, 1946

S. H. KRISINGER
MANAGER, ASPHALT SALES
SINCLAIR REFINING COMPANY
DENVER, COLORADO

REURTEL 17TH. FOR PROJECT S-11(2) BAKER COUNTY, PROBABLE SHIPPING DESTINATION AT BAKER, 100 TONS RC-3, 230 TONS 151-200 AND 66 TONS RC-3 OR EMULSIFIED. FOR TUTUILLA PROJECT IN UMATILLA COUNTY, AT PENDLETON, 20 TONS RC-3, 64 TONS 121-150 AND 14 TONS RC-3 OR EMULSIFIED. FOR PROJECT S-259 (4) UNION COUNTY, AT UNION, 140 TONS RC -3, 170 TONS 151-200 AND 96 TONS RC-3 OR EMULSIFIED. FOR KIMBERLY-DRY CREEK PROJECT IN GRANT COUNTY, AT CONDON, 50 TONS RC-3, 120 TONS 151-200 AND 70 TONS RC-3 OR EMULSIFIED. FOR PROJECT S-62 (2) GRANT COUNTY, AT CONDON, 150 TONS RC-3, 174 TONS 151-200 AND 100 TONS RC-3 OR EMULSIFIED. FOR PROJECT S-90 (1) HARNEY COUNTY, AT BURNS, 120 TONS RC-3, 280 TONS 151-200 AND 80 TONS RC-3 OR EMULSIFIED.

R. H. BALDOCK

(initialed) SHP

S. J. KRISINGER MGR ASPHALT SALES SINCLAIR REFINING CO.

RECEIVED
MAY 13 1947
FOR FILING

S-62 (2)

October 11, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with your request concerning the item of 84" corrugated metal pipe on the Dry Creek-Monument Section, Project No. S-62 (2), we are enclosing seven copies of a statement showing a comparison in unit cost of the corrugated metal pipe and an equivalent concrete box culvert.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

DRY CREEK-MONUMENT SECTION

PROJECT NO. 8-62 (2)

Comparison of unit costs of 84" corrugated metal pipe and equivalent concrete box culvert (6' x 6').

1. Estimated unit cost of 84" corrugated metal pipe $30.00 per lin. ft.

2. Estimated unit cost of equivalent concrete box culvert:

Concrete	0.62 cu. yd.	at $45.00	$27.90	per lin. ft.
Metal Reinforcement	96 lbs.	at .08	7.68	" " "
		Total	$35.58	per lin. ft.

S-68(4) N. Unit, Fulton Canyon Sec., 1946
Fulton Canyon-Wasco Secon. Hwy.
#2852

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SEP 5 1947
FOR FILING
S-62(4)

September 4, 1947

General Casualty Company
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2852 for work on the North Unit, Fulton Canyon Section of the Fulton Canyon-Wasco Secondary Highway, in Sherman County, has been completed by the contractor, Vernie Jarl, and that final payment in the amount of $2,009.93 will be made on or after September 15, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $67,137.89, of which amount $476.78 represents the amount of force account items. This contract was completed on June 10 and accepted by the Commission on July 22,1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

9-4-47 gf

S-67(4)

ECEIVED
FOR

R. H. Baldock

August 14th, 1947

FINAL COST ANALYSIS
Regrade, Surface and Oil

Contract #2852
N. Unit, Fulton Canyon

Prefix 128-1009
Fulton Canyon-Wasco Secondary

Vernie Jarl, Contractor
J. E. Peck, Resident Engineer

NOTED

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	All				$506.49	$2,000.00
Structural Excavation	53.9	Cu. Yd.	$1.82	$3.00	98.10	161.70
Trench Excavation	186.8	" "	1.82	3.00	338.78	560.40
General Excav., Unclass.	11,051.8	" "	1.06	1.00	11,754.23	11,051.80
Short Overhaul	4,972	Yd. Sta.	0.02	0.02	99.44	99.44
Long "	70.75	C-Yd. Sta.	0.50	0.50	35.38	35.38
Finish. Roadbed & Slopes	1.27	Mile	539.49	600.00	685.15	762.00
12" Corr. Iron Pipe	108	Lin. Ft.	1.94	3.00	209.29	324.00
18" " " "	54	" "	2.53	3.50	136.81	189.00
Hand Placed Rock Slopes	224.66	Sq. Yd.	2.11	5.00	474.98	1,123.30
Spring Bracket Guard Fence	120	Lin. Ft.	2.44	3.00	292.24	360.00
Wood Sight Posts	16	Each	2.64	6.00	42.19	96.00
1½"-0" Cr. Rock in Base	3,744	Cu. Yd.	2.04	2.00	7,702.28	7,488.00
3/4"-0" Cr. Rock in Base	1,040	" "	2.04	2.50	2,126.98	2,600.00
Sprinkling	444	M-Gal.	2.10	3.00	934.54	1,332.00
*Preparation of Base	1.27	Mile	305.75	300.00	388.30	381.00
*3/4"-0" in Binder Course	190	Cu. Yd.	3.60	4.00	683.62	760.00
*Mineral Aggregates	580	" "	3.60	4.00	2,085.69	2,320.00
*151-200 Asphalt	75.58	Ton	51.15	50.00	3,866.40	3,779.00
Force Account					424.62	476.78
3/4"-½" Cr. Rock in S.P.	5,059.8	Cu. Yd.	2.68	2.70	13,585.06	13,661.46
½"-¼" " " " "	3,641.9	" "	2.68	2.70	9,778.14	9,833.13
¼"-0" " " " "	2,958.6	" "	2.68	2.50	7,943.55	7,396.50

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Screen Rejects	861.2	Cu. Yd.	$0.25	$0.25	$215.30	$215.30
Haul Adjustment	1,097.5	Yd. Mi.	0.12	0.12	131.70	131.70
Crushed Rock Sold for City of The Dalles Paving	2,700	Cu. Yd.	3.23	3.25	8,716.33	8,775.00
					$73,255.59	$75,912.89

Gross Revenue	$75,912.89
Total Cost	73,255.59
Net Profit	$2,657.30

Net Profit Equals 3.5% of Gross Revenue

* Sub- Contracted to Lloyd Babler

North Unit, Fulton Canyon

Detail of Cost

Labor:

Labor & Supervision	$19,938.45	
State Industrial Accident Insurance	677.67	
Unemployment Insurance	250.19	
Social Security	195.98	
		$21,062.29

Materials:

12" Corr. Iron Pipe	108 lin. ft. at $1.20	$129.60	
12" Bands	4 each at $1.41	5.64	
18" Corr. Iron Pipe	54 lin. ft. at $1.62	87.48	
18" Bands	3 each at $1.86	5.58	
Wood Sight Posts	16 " " 1.10	17.50	
Spring Brackets	15 " " 4.50	67.50	
Lumber for Guard Fence	1.827 M-FBM " 60.00	106.80	
6" Sewer Pipe	102 lin. ft. at $0.33	33.66	
			453.76

Equipment Rental & Miscellaneous Expense:

Equipment Rental, Owned	$22,067.00	
Hired Trucks, Including Drivers	9,701.65	
Gas, Oil & Grease	4,339.51	
Move In, Freight & Cartage	2,864.00	
Small Tools, Misc. Supplies & Drill Steel	2,728.03	
Explosives	1,391.45	
Bond	494.79	
Public Liability Insurance	195.98	
Home Office & General Overhead	2,601.48	
		46,383.89

Lloyd Babler, Oiling Sub-Contractor:

Preparation of Base	1.27 Miles at $300.00	$381.00	
Placing 3/4"-0" in Binder Course	190 cu. yd. at $1.75	332.50	
Placing Mineral Aggregates	580 " " " 1.75	1,015.00	
Furnish & Place 151-200 Asphalt	75.58 Tons at $50.00	3,779.00	
Credit for Bond and Equipment Furnished by Jarl		- 151.85	
			5,355.65
Total			$73,255.59

North Unit, Fulton Canyon

Remarks:

This contract required the regrading, surfacing and oiling of 1.27 miles of the Fulton Canyon-Wasco Secondary Highway. It was bid and awarded on October 29th, 1946. The contractor started the work on December 3rd, and completed the project on June 10th, 1947.

The clearing, consisting of light brush, was slashed and burned by hand labor at a nominal cost. The grading consisted of improving alignment and grade on the existing roadbed and a short section of new construction which was constructed of material obtained from a channel change. The excavation from the channel change was mostly boulders and gravel and a 1-yard shovel, loading into trucks, handled most of the material on this section. Improving the old roadbed section was quite expensive due to handling light quantities of tough rock formations in widening the existing cuts. This material was moved with the shovel and a D-8 cat and dozer and a low production rate was responsible for the loss on this work.

The contractor used the specified state quarry at the north end of the job .22 mile south of M.P. 108.26 of the Columbia River Highway. A medium sized semi-portable crushing plant with a 24" x 36" jaw crusher was set up on the job and in 540 hours overall working time a total of 19,914 cubic yards of crushed rock was produced for an average of 36.7 cubic yards per hour. There was considerable lost time due to breakdowns and bad weather and actual working time was 480 hours, and the average production during actual operating time was 41.2 cubic yards per hour.

Two men did all drilling and shooting in the quarry and shot by using down holes and lifters. Very little reshooting was necessary. A 1-yard shovel loaded the rock and one 6-yard truck hauled to the crushing plant. Hired light trucks hauled to the distant stockpiles and the contractors own trucks hauled to stockpiles adjacent to the plant. Lloyd Babler did the oiling work on the project.

The contractor made good progress with the work in spite of severe winter weather but was unable to make a profit on the tough excavation and the production rate of the crushing plant was too low to make a profit on the crushed material. However, the job as a whole shows a small profit which was gained on the minor units of the work.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

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JUL 21 1947
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S-64(4)

July 18, 1947

General Casualty Co.
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Vernis Jarl, on contract No. 2852, covering North Unit, Fulton Canyon Section of the Fulton Canyon-Wasco Secondary Highway, in Sherman County. This payment, in the amount of $5,038.94, will be made on or after July 28, 1947. The retained percentage is $2,014.27.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

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7-18-47 gl

2

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PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
~~[illegible]~~
PORTLAND 8, OREGON

S-68(4)

July 16, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-68(4)
North Unit
Fulton Canyon

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
JUL 18 1947
OREGON
STATE HIGHWAY COMMISSION

Jon

State OREGON WA8pr 7267

Federal Aid Secondary Project No. S-68(4)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of June, 1947,

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of August, 1945, a project statement, which was approved on the 9th day of October, 1945, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 8th day of February, 1946; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-two thousand, six hundred sixty and 00/100 dollars ($ 22,660.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 589, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1+12 in the NE 1/4, Sec. 24, T. 2 N., R. 15 E., W.M., and survey station 68+55.7 in the SE 1/4, Sec. 19, T. 2 N., R. 16 E., W.M., without exception.

, length 1.277 miles, in Sherman County, being Oregon Federal Aid Secondary project No. S-68(4), consisting of 1.277 miles of roadway and no bridges, each of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

RECEIVED
JUL 1 1947
OREGON DISTRICT

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty-two thousand, six hundred sixty and 00/100 dollars ($22,660.00), which does not exceed the authorized Federal pro rata share of thirty-nine thousand, fifty-three and 30/100 dollars ($39,053.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

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JUL 1 1947
OREGON DISTRICT

P.O. Box 3900
xxxxxxxxxxxxxx

July 16, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-68(4)
North Unit
Fulton Canyon

Dear Sir:

We are forwarding herewith for your files an executed copy of the agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By:
L. J. Caufield
Principal Highway Engineer

Encl.

Form E-1—6M—4-47

S - 61(4)

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 28, 1947

Section North Unit, Fulton Canyon

Kind of work Re-Grading, Oil Mat Surfacing

Highway Fulton Canyon-Wasco Secondary

Section prefix 128-1009

Contractor Vernie Jarl

Contract number 2852

Date of contract October 29, 1946

Date of completion July 31, 1947

Date work started December 3, 1946

Estimated date of completion June 10, 1947

Amount of contract $ 65,972.00

Per cent of time elapsed 89 %

Estimated cost of completed project, exclusive of engineering $ 65,972.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 4500.00, %

Date project was completed June 10, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work is finished on this section, this will be the final unless data is returned for check.

E. A. Pease

NOTED
H. W. LIBBY

JUN 30 1947

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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JUL 1
FOR FILING

S-68(4)

June 26, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on June 10, 1947, on Contract No. 2078, North Unit-Fulton Canyon Section in connection with Federal Aid Project No. S-68 (4).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. G. Smith, Acting

[illegible]

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JUN 11 1947
FOR FILING

S-68(4)

May 2, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the North Unit, Fulton Canyon Section, Project No. S-68 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:lh

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-68 (4)

NORTH UNIT, FULTON CANYON SECTION OF THE FULTON CANYON-WASCO HIGHWAY IN SHERMAN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 17, 1947

Roadway (Sta. 1+12 to 68+55.7)

All Required		Clearing and Grubbing		$ 2,000.00
20	cu. yds.	Structural Excavation, Unclassified	$ 3.00	60.00
20	cu. yds.	Trench Excavation, Unclassified	3.00	60.00
12,000	cu. yds.	General Excavation, Unclassified	1.00	12,000.00
11,000	yd. sta.	Short Overhaul	0.02	220.00
500	C-yd.sta.	Long Overhaul	0.50	250.00
1.27	miles	Finishing Roadbed and Slopes	600.00	762.00
20	lin. ft.	12" Corr. Metal Pipe	3.00	60.00
50	lin. ft.	18" Corr. Metal Pipe	3.50	175.00
780	sq. yds.	Hand-placed Rock Slopes	5.00	3,900.00
130	lin. ft.	Spring Bracket Guard Rail With Wood Posts	3.00	390.00
15	only	Wood Sight Posts	6.00	90.00
3,600	cu. yds.	1½" - 0" Crushed Rock in Base	2.00	7,200.00
750	cu. yds.	3/4" - 0" Crushed Rock in Base	2.50	1,875.00
120	M-gal.	Sprinkling	3.00	360.00
1.27	miles	Preparation of Base	300.00	381.00
120	cu. yds.	3/4" - 0" Rock in Binder Course	4.00	480.00
510	cu. yds.	Furnishing and Placing Aggregates	4.00	2,040.00
28	tons	Furnishing and Placing 151-200 Asphalt	50.00	1,400.00
36	tons	Furnishing and Placing RC-3 Asphalt	50.00	1,800.00
			Subtotal	$35,503.00
			10% Engr. & Cont.	3,550.30
			Total	$39,053.30

Length of Roadway	1.271 miles
Length of Bridge	.006 mile
Total Length	1.277 miles
Cost per mile	$30,582.06

Note: Oiling is to be constructed across bridge.

Federal Secondary Funds- -	$22,660.00
State Funds- -	16,393.30
	$39,053.30

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

October 16, 1946

Mr. F. N. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover six copies of revised bid proposals for the North Unit, Fulton Canyon Section, Project No. S-68 (4).

There is no change in the specifications applying to the Federal aid portion of the work, but there is now included in the work to be done the furnishing of crushed materials in stock piles. Accordingly, the special provisions have been revised by the addition of specifications to cover the manufacture and stockpiling of these materials.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

REGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

October 14, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. S-68(4), North Unit, Fulton Canyon Section of the Fulton Canyon - Wasco Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your readvertising for bids.

Very truly yours,

T. M. DAVIS
District Engineer

By H A Stoddart
H. A. STODDART
Senior Highway Engineer

RECEIVED
OCT 15 1946
OREGON
STATE HIGHWAY COMMISSION

October 4, 1946

Mr. F. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are six copies each of pages 6 and 7 of the specifications for the North Unit-Fulton Canyon Section, Project No. S-68 (4). Revised bid proposals for this project were mailed to you October 2, 1946.

The reference for the paint formulas at the top of page 6 and page 7 has been changed from the Standard Bridge Specification of August 1, 1939 to the more recent issue of March 1, 1946.

Very truly yours,

R. H. Baldock
State Highway Engineer

RA:MM

Encl.

October 2, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover six copies of revised bid proposals, together with blueprints of sheets 1, 2 and 3 of the plans for the North Unit, Fulton Canyon Section, Project No. S-68 (4). The P. S. & E. for this project was previously recommended for approval March 14, 1946.

The wye connection at the Columbia River Highway has been eliminated thereby shortening the project by 0.03 mile.

The clauses pertaining to the combining of bids with the Mill Creek Forks-The Dalles Project have also been eliminated.

Seven copies of estimate to accompany plans and specifications are enclosed.

Very truly yours,

R. H. Baldock
State Highway Engineer

RA:GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-68 (4)

NORTH UNIT, FULTON CANYON SECTION OF THE

FULTON CANYON-WASCO HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 2, 1946

Roadway (Sta. 1+12 to 68+55.7)

All Required		Clearing and Grubbing		$ 750.00
20	cu. yds.	Structural Excavation, Unclassified	$ 3.00	60.00
20	cu. yds.	Trench Excavation, Unclassified	3.00	60.00
12,000	cu. yds.	General Excavation, Unclassified	.75	9,000.00
11,000	yd. sta.	Short Overhaul	.02	220.00
500	C-yd.sta.	Long Overhaul	.40	200.00
1.27	miles	Finishing Roadbed and Slopes	500.00	635.00
20	lin. ft.	12" Corr. Metal Pipe	2.50	50.00
50	lin. ft.	18" Corr. Metal Pipe	3.50	175.00
780	sq. yds.	Hand-placed Rock Slopes	1.50	1,170.00
130	lin. ft.	Spring Bracket Guard Rail With Wood Posts	3.50	455.00
15	only	Wood Sight Posts	4.00	60.00
3,600	cu. yds.	1½" - 0" Crushed Rock in Base	2.75	9,900.00
750	cu. yds.	3/4" - 0" Crushed Rock in Base	2.75	2,062.50
120	M-gals.	Sprinkling	2.50	300.00
1.27	miles	Preparation of Base	200.00	254.00
120	cu. yds.	3/4" - 0" Rock in Binder Course	4.00	480.00
510	cu. yds.	Furnishing and Placing Aggregates	4.00	2,040.00
28	tons	Furnishing and Placing 151-200 Asphalt	40.00	1,120.00
36	tons	Furnishing and Placing MC-5 Asphalt	40.00	1,440.00

Subtotal	$30,431.50
10% Engr. & Cont.	3,043.15
Total	$33,474.65

Length of Roadway	1.271 miles
Length of Bridge	.006 mile
Total Length	1.277 miles
Cost per mile	$26,213.51

Note: Oiling is to be constructed across bridge.

Federal Secondary Funds- -	$15,000.00
State Funds- -	18,474.65
	$33,474.65

HINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

March 14, 1946

RECEIVED
MAR 19 1946
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Highway Project No. S-68(4), the north unit of the Fulton Canyon section of the Fulton Canyon - Wasco Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T.M. DAVIS
District Engineer

ON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

March 12, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are in receipt of revised papers for the readvertising of Oregon S-68(4), the north unit of the Fulton Canyon Section. At the time of the previous advertisement, an estimate was submitted by your office presumably based on 1940 prices.

Your attention is called to the fact that FAS 68-A, South unit of this section was contracted in 1940 and contract prices should be used in arriving at the 1940 low bid prices since the work is similar.

Very truly yours,

T. M. Davis
T. M. Davis
District Engineer.

RECEIVED
MAR 14 1946
OREGON
STATE HIGHWAY COMMISSION

March 9, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, six copies of revised bid proposals for the North Unit, Fulton Canyon Section, Project No. S-68 (4).

Special provision page number 1 has been revised concerning the time of receiving bids and a specification has been added on page 17 under the subhead "Consideration of Bids" which specification permits the bidding of this project in combination with the Mill Creek Forks-The Dalles Section, Project No. S-78 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

February 14, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate to accompany plans and specifications for the North Unit, Fulton Canyon Section, Project No. S-68 (4).

Certain unit prices in the estimate have been revised to conform with the estimate to be used for comparison of bids.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-68 (4)

NORTH UNIT, FULTON CANYON SECTION OF THE FULTON CANYON-WASCO HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 13, 1946

1+12

Roadway (Sta. ~~0+00~~ to 68+55.7)~~(Wye. Sta. 0+89.0 to 2+12.0)~~

	All Required		Clearing and Grubbing		$ 750.00	
	20	cu. yds.	Structural Excavation, Unclassified	$ 3.00	60.00	
	20	cu. yds.	Trench Excavation, Unclassified	3.00	60.00	
	12,000	cu. yds.	General Excavation, Unclassified	.75	9,000.00	
	11,000	yd. sta.	Short Overhaul	.02	220.00	
	500	C-yd. sta.	Long Overhaul	.40	200.00	
1.27	~~1.30~~	miles	Finishing Roadbed and Slopes	500.00	~~650.00~~	635.00
	20	lin. ft.	12" Corr. Metal Pipe	2.50	50.00	
	50	lin. ft.	18" Corr. Metal Pipe	3.50	175.00	
	780	sq. yds.	Hand-placed Rock Slopes	1.50	1,170.00	
	130	lin. ft.	Spring Bracket Guard Rail With Wood Posts	3.50	455.00	
	15	only	Wood Sight Posts	4.00	60.00	
	3,600	cu. yds.	1½" - 0" Crushed Rock in Base	2.75	9,900.00	
	750	cu. yds.	3/4" - 0" Crushed Rock in Base	2.75	2,062.50	
	120	M-gals.	Sprinkling	2.50	300.00	
1.27	~~1.30~~	miles	Preparation of Base	200.00	~~260.00~~	254.00
	120	cu. yds.	3/4" - 0" Rock in Binder Course	4.00	480.00	
	510	cu. yds.	Furnishing and Placing Aggregates	4.00	2,040.00	
	28	tons	Furnishing and Placing 151-200 Asphalt	40.00	1,120.00	
	36	tons	Furnishing and Placing RC-3 Asphalt	40.00	1,440.00	
				Subtotal	~~$30,452.50~~	30,431.50
				10% Engr. & Cont.	~~3,045.25~~	3,043.15
				Total	~~$33,497.75~~	33,474.65

Length of Roadway	1.271	~~1.304~~ miles
Length of Bridge		.006 mile
Total Length	1.277	~~1.310~~ miles
Cost per mile		~~$25,570.80~~ 26,213.51

Note: Oiling is to be constructed across bridge.

Federal Secondary Funds- -	$15,000.00	
State Funds- -	~~18,497.75~~	18,474.65
	~~$33,497.75~~ 33474.65	

Oregon State Highway Department

Federal Aid Secondary
Project No. S-68 (3)(4)

NORTH UNIT, FULTON CANYON SECTION OF THE
FULTON CANYON-WASCO HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 24, 1946

Roadway (Sta. 0+60 to 68+55.7)(Wye. Sta. 0+89.0 to 2+12.0)

All Required		Clearing and Grubbing		$ ~~500.00~~	750.00
20	cu. yds.	Structural Excavation, Unclassified	$ 3.00	60.00	
20	cu. yds.	Trench Excavation, Unclassified	3.00	60.00	
12,000	cu. yds.	General Excavation, Unclassified	.75	9,000.00	
11,000	yd. sta.	Short Overhaul	.02	220.00	
500	C-yd. sta.	Long Overhaul	.40	200.00	
1.30	miles	Finishing Roadbed and Slopes	500.00 ~~350.00~~	~~455.00~~	650.00
20	lin. ft.	12" Corr. Metal Pipe	2.50	50.00	
50	lin. ft.	18" Corr. Metal Pipe	3.50	175.00	
780	sq. yds.	Hand-placed Rock Slopes	1.50	1,170.00	
130	lin. ft.	Spring Bracket Guard Rail With Wood Posts	3.50	455.00	
15	only	Wood Sight Posts	4.00	60.00	
3,600	cu. yds.	1½" - 0" Crushed Rock in Base	2.75 ~~2.65~~	~~9,540.00~~	9900.00
750	cu. yds.	3/4" - 0" Crushed Rock in Base	2.75 ~~2.65~~	~~1,987.50~~	2062.50
120	M-gals.	Sprinkling	2.50	300.00	
1.30	miles	Preparation of Base	200.00	260.00	
120	cu. yds.	3/4" - 0" Rock in Binder Course	4.00	480.00	
510	cu. yds.	Furnishing and Placing Aggregates	4.00	2,040.00	
28	tons	Furnishing and Placing 151-200 Asphalt	40.00	1,120.00	
36	tons	Furnishing and Placing RC-3 Asphalt	40.00	1,440.00	
		Subtotal		~~$29,572.50~~	30452.50
		10% Engr. & Cont.		~~2,957.25~~	3045.25
		Total		~~$32,529.75~~	33497.75

Length of Roadway	1.304 miles
Length of Bridge	.006 mile
Total Length	1.310 miles *
Cost per mile	~~$24,8[illegible]~~ 25,570.80

Note: Oiling is to be constructed across bridge.

- ~~$14,600.00~~ 15000.00
Federal Secondary Funds- ~~17,929.75~~ 18497.75
State Funds- -
~~$32,529.75~~ 33497.75

February 9, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, six blue line prints of sheet number 2 of the plans for the North Unit, Fulton Canyon Section, Project No. S-68 (4), which sheet has been revised to show 1½:1 slopes on the roadway side and 1:1 or 1½:1 "as directed" on the opposite side of the typical cross-section for channel changes.

These revisions were made in accordance with your request. [illegible]

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

January 24, 1946

Mr. T. E. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, seven copies of estimate, and four copies of right of way statement for the North Unit, Fulton Canyon Section, Project No. S-68 (4).

Likewise are being sent six bid proposals and one set of blueprint plans.

No landscaping work is contemplated on this project which traverses a rocky country which is not favorable to the growth of vegetation. The cut and fill slopes will be principally rock and no erosion is anticipated.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JWM:GS

NORTH UNIT, FULTON CANYON SECTION

PROJECT NO. S-68 ~~(3)~~ (4)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

January 24, 1946

WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

February 8, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Highway Project No. S-68(4), the north unit of the Fulton Canyon Section of the Fulton Canyon - Wasco Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer.

RECEIVED
FEB 9 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 2 1947
FOR FILING

S-68-4

December 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work covering the moving of two telephone poles opposite station 4+50 on the North Unit, Fulton Canyon Section of the Fulton Canyon-Wasco Secondary Highway in Sherman County, Contract No. 2972, in connection with Federal Aid Project No. S-68 (4). The work of moving the poles is to be performed by the Pacific Telephone and Telegraph Company.

This work is necessary to give clearance for construction work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

EHP:SM

Encl.

RECEIVED
DEC 16 1946
FOR FILING

5-68 (4)

December 9, 1946

Mr. F. B. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on December 3, 1946 on Contract No. 2072, North Unit, Fulton Canyon Section in connection with Federal Aid Project No. S-68 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:BM

JM

RECEIVED
NOV 20 1946
FOR FILING

5-1-6 (4)

November 19, 1946

Mr. Vernie Jarl
Box 254
Gresham
Oregon

Dear Sir:

We are sending you today, by express, a fully executed copy of contract No. 2852 which was awarded to you on October 29, 1946 by the State Highway Commission, covering regrading and oil mat surfacing on the North Unit, Fulton Canyon Section of the Fulton Canyon-Wasco Secondary Highway, in Sherman County. This copy is for your records and files.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Recorded

RECEIVED
NOV 19 1946
FOR FILING

S-68-4

JW

November 13, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your inquiry by telephone concerning the source of the unit prices used in computing the estimated cost of the North Unit, Fulton Canyon Section, Project No. S-68 (4) on the basis of 1940 unit costs.

The 1940 unit prices for the grading and drainage work were low bid prices received for the South Unit, Fulton Canyon Section, Project No. FAS 68-A (1).

On Project No. FA 44 (5), Blalock-Long Canyon Section, awarded in 1940, the low bid price for crushed rock in shoulders was used as the basis for determining the 1940 unit price for crushed rock in base on Project No. S-68 (4).

The 1940 unit price for Mineral Aggregate was originally taken from the low bid price on a small state project. Due to your more complete records for work on Federal Aid Project, it appears to us a preferable reference is the low bid price for mineral aggregates of $2.50 per ton, received on Project No. FA 44 (5). This price being equivalent to approximately $3.12 per cubic yard is in line with the unit price of $3.10 per cubic yard used in the estimate for Project No. S-68 (4).

A similar project concerning the item of "Furnishing and Placing Asphalt" was the Troy Ranch Section, Project No. FA 66 (3), the quantity on that project of 80 tons comparing favorably with that on the present project of 56 tons. The low bid price on FA 66 (3) was $30.00 per ton.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]

RECEIVED
OCT 31 1946
FOR FILING

S-68(4)

October 30, 1946

7-157

Vernie Jarl
438 South Roberts Ave.
Gresham, Oregon

Dear Sir:

The State Highway Commission on October 29, awarded you the contract for grading and oil-mat surfacing on the North Unit, Fulton Canyon Section of the Fulton Canyon-Wasco Secondary Highway and for furnishing crushed rock in stockpiles on the Columbia River and Sherman Highways in Sherman and Wasco Counties. This award was based on your low bid of $65,973.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr
cc - S. H. Probert

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
DEC 3 1946
FOR FILING

S-68(4)

October 29, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project S-68(4), North Unit, Fulton Canyon Section of the Fulton Canyon - Wasco Secondary Highway, to Vernie Jarl, Gresham, Oregon, who submitted the low bid.

Our concurrence is also made on the basis that Federal participation will not exceed the programmed amount of Federal funds unless and until requests for any additional funds are approved by the Division Engineer or Commissioner.

Very truly yours,

R M Davis
R. M. DAVIS
District Engineer.

RECEIVED
NOV 2 1946
OREGON
STATE HIGHWAY COMMISSION

In

RECEIVED
FEB 28 1946
FOR FILING

S 68-4

February 27, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter suggesting certain changes in the Fulton Canyon Section, Oregon Federal Aid Secondary Highway Project S-68(4).

The location on the Fulton Canyon Section was made before the war. It seems unduly expensive to make any material improvement in the line. It was clearly understood by the committees adopting these standards that any location already made which had designs anywhere approximate to these standards would be acceptable, and I would prefer not to become involved with irrigation turnouts and other complications on a road of this character.

I will appreciate your approval on the plans as submitted.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]
cc Mr. H. G. Smith

OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

February 18, 1946

H G Smith

3 Prokett has copy-

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the P.S.& E. for Oregon Federal Aid Secondary Highway Project S-68(4), the Fulton Canyon Section.

The estimated 1941 traffic on this project, projected from the 1936-37 count, is 100 vehicles per day, which is on the border line between the 100 and 400 brackets of the Federal Aid Secondary Highway design standards as submitted by the A.A.S.H.O. Committee on planning and designs, and approved by the States and Public Roads. The 400 bracket provides for curves in mountainous country of 36° to 18° and there are two curves on the project in question which do not comply with this minimum, a 40° curve, Sta. 29+33.7 to 30+20.6 and a 48° curve, Sta. 16+78.5 to 18+78.6.

We realize at the 40° curve, the area in the canyon is narrow but to reduce to the minimum requirement would only move the curve in about 6-1/2' which we believe could be accomplished with but very little additional expense.

The 48° curve is apparently used in order to leave intact the small concrete headgate and diversion dam, however, since the other channel of this creek is in such a position that a change could probably be made without too much expense, we suggest that the flattening of this curve to at least a 36° be given serious consideration. These adjustments could be made during construction.

We would appreciate your consideration and comments on these suggested curve revisions.

Very truly yours,

T. M. Davis
District Engineer

RECEIVED
FEB 19 1946
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
MAR 4 1946
FOR FILING

S 68-4

February 25, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will conform our verbal concurrence of today in the action of the Highway Commission rejecting all bids received for Oregon S-68(4), N. Unit, Fulton Canyon Section, as excessive.

Very truly yours,

T. M. Davis

T. M. Davis
District Engineer

RECEIVED
MAR 2 1946
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

RECEIVED
OCT 18 1946
FOR FILING
S-68-4

February 13, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of February 11, 1946 enclosing sketch showing the proposed flared-T section type of intersection where S-68(4), Fulton Canyon project connects with U. S. 30.

The plan as submitted meets with our approval and will be so recommended.

Very truly yours,

T. M. Davis
District Engineer

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

February 11, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box #3900
Portland, 8, Oregon

Dear Sir:

Referring again to your letter of February 1, suggesting the use of a flared-T type of intersection at the point where the Fulton Canyon Project, S-68 (4), joins U. S. Highway 30, we submit herewith a sketch showing details of such an intersection.

If this plan meets with your approval, we will arrange to have the intersection constructed in accordance therewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

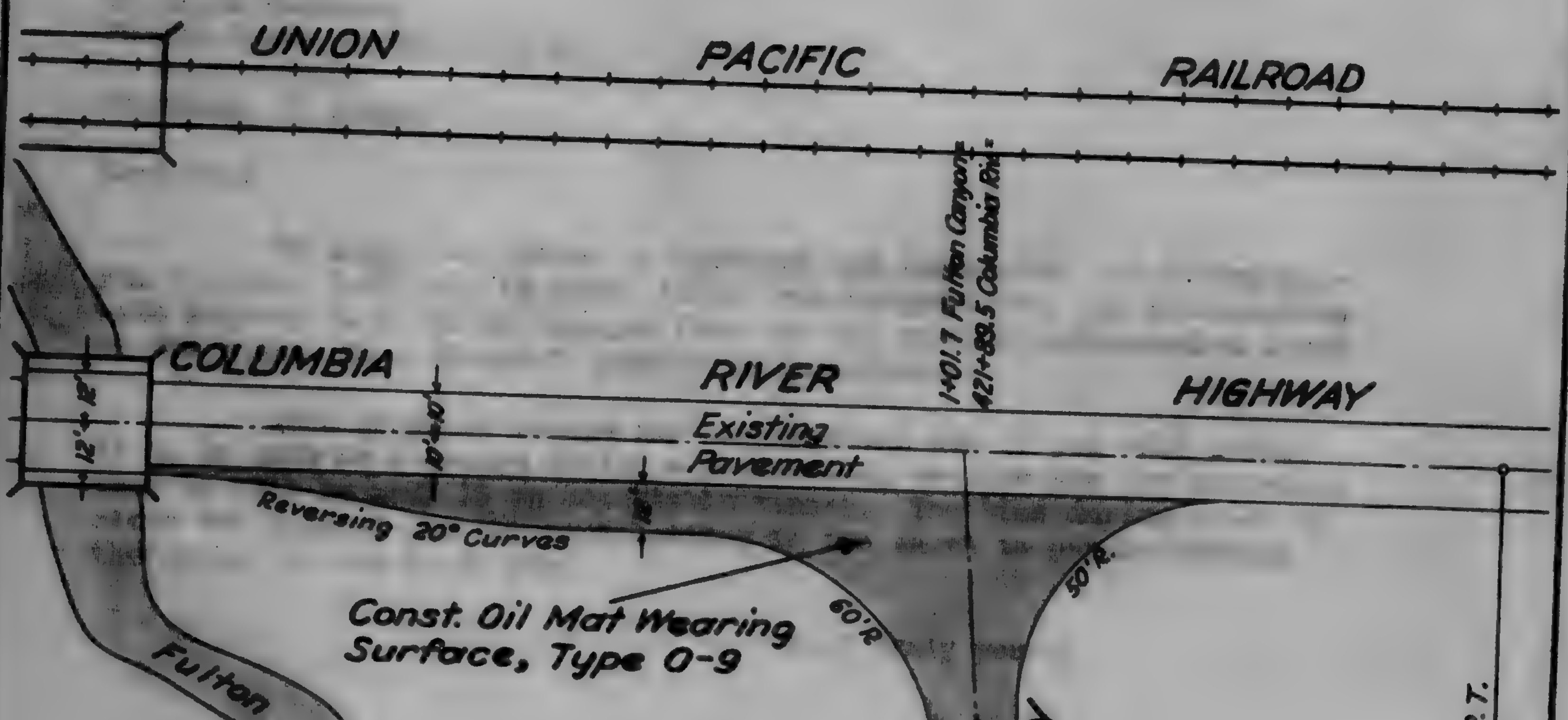
SHP:GED

Highway

OREGON STATE HIGHWAY DEPARTMENT

Proposed Junction Fulton Canyon-Wasco & Columbia River Highways

Scale: 1 in. = 50 ft. February 1946


UNION PACIFIC RAILROAD
1+01.7 Fulton Canyon
421+88.5 Columbia Riv.
COLUMBIA RIVER HIGHWAY
12'+12'
10'+10'
Existing Pavement
Reversing 20° Curves
Const. Oil Mat Wearing Surface, Type O-9
60'R.
50'R.
420+61.0 P.T.
Fulton Canyon Creek
FULTON CANYON - WASCO HIGHWAY
N
T.2N. R.15E.

February 4, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3500
Portland, 8, Oregon

Dear Sir:

We have your letter of February 1st concerning the Fulton Canyon Project, S-68 (4), in which letter you propose that the intersection with Highway U. S. 30 be changed from the wye type of intersection shown on the plans, to a flared T type of intersection.

This proposed change has our approval and if you will permit it to be made as a change during construction, we give you our assurance that it will be made in an acceptable manner. The time during which to clear the project for our next letting is too short to permit showing the change in the P. S. & E.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

CBM:GHD

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

February 1, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the plans for S-68(4), the Fulton-~~Cougar~~ Canyon Section, submitted for approval with the P.S.& E. papers.

Attention is called to the Y intersection of this secondary road with U.S. 30. We note the west leg of the wye is a 32° curve and the east leg at 56° curve. Since the traffic on the Fulton-Cougar will include a large number of trucks, we suggest that this intersection be made a flared T intersection instead of the wye. This will permit vehicles, particularly those moving west to Miller, to stop and observe if west bound traffic is approaching on U.S. 30.

Your consideration of the suggested change at this intersection is requested and we would appreciate your views as to the desirability of the change.

Very truly yours,

T. M. Davis

T. M. DAVIS
District Engineer.

RECEIVED
FEB 2 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 13 1946
FOR FILING

S 68(4)

February 11, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box #3900
Portland, 8, Oregon

Dear Sir:

Referring again to your letter of February 1, suggesting the use of a flared-Y type of intersection at the point where the Fulton Canyon Project, S-68 (4), joins U. S. Highway 30, we submit herewith a sketch showing details of such an intersection.

If this plan meets with your approval, we will arrange to have the intersection constructed in accordance therewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

RECEIVED
FEB 9 - 1946
FOR FILING

S-68 (4)

February 7, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box #3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of February 5th concerning the Fulton Canyon Project, S-68 (4).

We are agreeable to using 1½:1 slopes on the roadbed side of all channel change excavations and to providing hand-placed rock slope protection on those portions of embankments which will be subjected to the wash of water. The typical cross-section sheet is being revised to show these changes.

On the outside slopes of channel change excavations, we would like to leave the rate of slope to the discretion of the engineer, but not steeper than 1:1. This appears advisable due to the restricted width of the canyon at some points and to the fact that at some locations the excavations will be in rock.

With reference to the existing bridge at Station 47, we think that the 18½ feet width is adequate for present traffic and that its continued use can be made safe by the construction of suitable approach guard rails. We assure you that the structure will be widened when traffic increases to the point where need for greater width becomes apparent, which probably will not be until improvement of the highway is extended on to Wasco.

We trust that with these changes and assurances, you will be able to give the plans your approval.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

February 5, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of P.S.& E. for Oregon Federal Aid Secondary Project S-68(4), the Fulton Canyon Section of the Fulton Canyon, Wasco Highway, it is noted that 1 to 1 slopes have been used on the roadway side of channel changes unprotected by riprap. We believe that except at locations where the channel change is excavated in solid rock that the slopes noted should not exceed 1 1/2 to 1 and should be riprapped. Our observations of damage resulting from recent floods supports this conclusion and since this project is located in an area subject to rains of cloudburst proportions, we believe that a revision of the design is indicated. We objected to this design in Federal Aid Secondary Project F.A.S. 68-A(1) by letter dated March 5, 1940, and in your letter dated March 6, 1940, you agreed to make the appropriate revision.

It is also noted that the roadway of the existing bridge at station 47 has a roadway width of 18 1/2 feet although the width of oiled surface is 20 feet. In view of the traffic hazard resulting where budge widths are less than width of paved approach, we believe that the bridge should be widened to 22 feet or preferably 24 feet.

Please give your consideration to those suggestions and reply at your early convenience in order not to delay authorization for advertising.

Very truly yours,

T.M. Davis
District Engineer

REFERRED TO
S.H. Probert
By Asst State Highway Engineer

RECEIVED
7
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 5 - 1946
FOR FILING

February 4, 1946

Mr. T. E. Davis
District Engineer
Public Roads Administration
P. O. Box #3900
Portland, 8, Oregon

Dear Sir:

We have your letter of February 1st concerning the Fulton Canyon Project, S-68 (4), in which letter you propose that the intersection with Highway U. S. 30 be changed from the wye type of intersection shown on the plans, to a flared T type of intersection.

This proposed change has our approval and if you will permit it to be made as a change during construction, we give you our assurance that it will be made in an acceptable manner. The time during which to clear the project for our next letting is too short to permit showing the change in the P. S. & E.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

SHP:GED

F-186(12) North Plains-Barnes Rd. Sec., 1946
Sunset Hwy.

#2853

RECEIVED
AUG [illegible] 1950
FOR FILING

714½(12) 12 + 14

2853

Files

OREGON STATE HIGHWAY COMMISSION
(date)
July 26, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
2853	24-FINAL	Porter W. Yett

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11611	378603	$25,508.76	July 25, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:
AUG 1 1950
DB

OREGON STATE HIGHWAY COMMISSION
(date)
July 26, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
2853	24-FINAL	Porter W. Yett	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11611	378605	$ 25,508.76	July 25, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: Nov. 30, 1947

Time Extensions: Extended to March 29, 1949 without penalty

Completion Date: March 29, 1949

Date Accepted: Sep. 21, 1949

Penalties: None of Record

Claims: None of Record

Remarks:

- -

Date: 7-31-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
JUL 7 - 1950
FOR FILING

7186(12) 7186(13) & 7186(14)

2853

July 6, 1950

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 2853, for work on the North Plains-Barnes Road Section of the Sunset Highway in Washington County, has been completed by the Contractor, Porter W. Yett, and final payment (revised final) in the amount of $25,508.76 will be made on or after July 16, 1950.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work [redacted] remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount (revised) is $792,531.89, of which amount $1,341.84 represents force account items. This contract was completed on March 29, 1949, and accepted by the Commission on September 21, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

amc
cc: Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland 4, Oregon

NOTED ON CARD
7/6/50

RECEIVED
JUN 9 1950
FOR FILING

STONE PLANT—RO[illegible] POINT, OREG.

SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST.
PHONE [illegible] Webster 3251
PORTLAND 13, OREGON

March 28, 1950

7-186 (12) - 7-186 (13) 7-186 (4)

2853

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. W. C. Williams

Dear Mr. Williams:

We acknowledge receipt of your letter of March 8, 1950, having reference to our claim for additional compensation for concrete materials used in the roadway curbs of the Undercrossing, Sunset Highway at Merle Station in Washington County, and the roadway curbs in the Rock Creek Bridge located in Washington County about one-half mile East of the Merle Undercrossing, constructed under Contract #2853.

Your communication refers to the Specifications and Contract Agreement for Highway Bridge Construction, issue of March 1, 1946. The last sentence of these specifications, page 45 - 2.4.27.

> "If a bid is asked on handrailing, that portion of the railing including curbs which is above the surface of the deck or above the surface of the sidewalk, as the case may be, shall not be included in the yardage of concrete, but shall be paid for as handrailing."

We wish to refer to page 62, Section 13 -- RAILINGS - 2.13.1 - General.

> "Railings for bridges, wing walls, retaining walls, etc., shall include all work constructed above the top of the roadway curb or of the sidewalk surface. Entrance posts, pylons, and other items integral with the railing shall, for the purpose of measurement and payment, be included as railing unless otherwise specified. This item shall include the furnishing of all material, equipment, tools, supplies, and labor necessary for the proper construction of the handrails and parapets, as shown on the plans or provided for in the special provisions." (Note the above quote does not indicate curbs to be a part of the railing construction.)

Further, there is no reference to any construction in the Railing Item indicating any deduction of concrete from the structure quantities, or indicates in the railing construction, any free concrete except above the top of the roadway curb or the sidewalk surface.

RECEIVED
APR 11 1950
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

NOTED
W. C. WILLIAMS

Further reference, page 64 - 2.13.14 — Measurement and Payment.

"Payment for railing shall include all materials, tools, equipment, supplies, labor and other costs necessary for the satisfactory completion of the work.

The reinforcing steel included in payment for rail shall be determined as follows: The portion of slab or beam bars which project into the handrail shall be paid for as metal reinforcement, but the portion of the handrail steel which extends into the slab or beams shall be considered as part of the handrail.

Payment will be made on the basis of the number of linear feet of railing measured along the center line of the railing. When steel railings are shown on steel structures and no separate bid is taken for railing, the railing will be paid for at the price bid per pound of structural steel."

Measurement and payment for railings again do not include the payment for concrete, or does not state that any curb concrete is to be furnished free or given to the State in any shape or form.

The detailed Drawings furnished us for these two structures do not indicate that the concrete curbs are an integral part of the railings. The detailed Drawings for our Project for Standard Steel Handrail #8417 does not set forth on the Curb view, Section AA, in the space designating 3' 9½" height "PAY QUANTITIES FOR RAILING", as is indicated on later plans and specifications on the structures under our Contract #2892, Barnes Road-Multnomah County Line Section, Sunset Highway.

It is our contention that the Standard Specifications are open to question as to interpretation of pay quantities and are not in accordance with the drawings issued to us for the Rock Creek Bridge and Merle Undercrossing.

We are not making any claim for structures on Contract #2892. It indicated specifically in the drawings that the railings price includes all quantities between the deck and the top of the railing, area indicated 3' 9½". We contend that the method used on Contract #2892, although the detailed drawings indicated that there is to be no pay for concrete curbs, such practice is not entirely fair or equitable because of the construction of the curb has no connection with the steel handrailing from a construction man's standpoint. We cannot see from a practical standpoint that by the written word anything should be included with any item of construction that is not an integral part of the unit item.

We absorbed a considerable part of the cost of the bridges in other items of Contract #2853. We believe this to be readily understood by noting the unit price of $44.00.

The quantities involved are approximately 34.80 c.y. of concrete on the Merle Undercrossing Structure and 7.36 c.y. of concrete on the Rock Creek Bridge Structure.

We again ask your favorable consideration of our claim.

Very truly yours,

PORTER W. YETT

By Porter W. Yett

PWY/c

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FOR FILING
ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON F186(13)

BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

March 14, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F 186(13), North Plains-
Multnomah County Line Section of
the Sunset Hwy. in Washington County

Dear Sir:

Enclosed for your files is an executed copy of the modification of project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encls.

Jer2

Oregon Federal Aid Project No. F-186(13). WASpr 7272

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 17, 1947, by the Oregon State Highway Commission and the Commissioner of Public Roads, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. F-186(13); and

WHEREAS, the said Highway Department has requested approval of a revision of the estimate to provide that the Federal funds approved and set aside to the credit of the project be increased from $566,000.00 to $597,000.00 (without change in the estimated cost);

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Commissioner that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of five hundred ninety-seven thousand and 00/100 dollars ($597,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article III shall be added clause (b) to read:

"(b) Whenever in this contract or in any document made a part thereof the terms 'Public Roads Administration', 'Federal Works Agency', 'Federal Works Administrator', 'General Services Administration', or 'Administrator of General Services' appear, they shall include or have reference to 'Bureau of Public Roads' or the 'Department of Commerce' or the 'Secretary of Commerce', as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of five hundred ninety-seven thousand and 00/100 dollars ($597,000.00), which does not exceed the authorized Federal pro rata share of nine hundred sixty-three thousand, seven hundred twelve and 20/100 dollars ($963,712.20), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures on February 20, 1950.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

By T H Banfield
Chairman, State Highway Commission

By
Member, State Highway Commission

By Chas H Reynolds
Member, State Highway Commission

COMMISSIONER OF PUBLIC ROADS

By W H Lynch
Division Engineer
U. S. Bureau of Public Roads.

Oregon Federal Aid Project No. F-186(13).

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 2791 Ends with: Contract# 2853

Continued from Reel No. 43

FLASH CARDS: Begins every Contract

Remarks:

Reel No. ________ Reduction Ratio 21:1 Project No. ________

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 15 day of July 1980 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Randa Lewis ________________